



The Masonic Philatelist

VOL. 30

SEPTEMBER 1973

NO. 1



BRO. PAUL J. WEITZ, PILOT

Born in Erie, Pennsylvania, July 25, 1932. Graduated Pennsylvania State University with B.S. in aeronautical engineering. Received M.S. from U.S. Naval Post-graduate School. Tactics instructor Naval Air Station, Jacksonville, Florida; project officer for various air-to-ground delivery tactics at China Lake, California. Detachment officer in charge of Naval Air Station, Whidbey, Washington. Selected as astronaut April, 1966. Weitz is a member of Laurence Lodge No. 708, Erie, Pennsylvania.

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FRANKLIN R. BRUNS, JR.

Guest 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

By the Sign of the Gavel

The printing of this issue of the Masonic Philatelist inaugurates the beginning of another season's activity for our club. I wish to convey to all, my deep appreciation of the trust and confidence placed in me by my selection as president. It is a high honor for me personally and an opportunity to be of greater service to our club as it enters into its 40th birthday. I am also confident that my administration will be able to maintain the dignity and fine record that has characterized our club under our past presidents.

As president, I am pleased to announce the appointment of our Past President Robert A. Smith, as editor of the Masonic Philatelist. I am confident, with your help, Bob can get the job done to keep the Philatelist as interesting as possible. He can be reached at the following address:

P.O. Box 142
 Bowling Green Station
 New York, New York 10004

Our treasurer, Charles L. Morris, states that dues can be sent to him at the following address:

P.O. Box 35040
 Central Station
 Jamaica, N.Y. 11435

It is hoped that each and every member has had a pleasant and healthy summer and that I may have the pleasure of greeting you during our philatelic year.

—Louis Bernstein

CACHET COMMITTEE SCORES A WINNER

The Cachet Committee has contracted Ray Novak of the famous Colorano "Silk" cachet to produce our Masonic cachets. As a result, the Truman stamp was the first cachet produced for the club, and it is a beauty! The Truman first day cover can be obtained from the President at the following address:

Louis Bernstein
 Masonic Cachets
 451 West 46th Street
 New York, New York 10036

MEMBERS INVITED TO ST. CLAIR LODGE No. 24, BELLEVILLE, IL

Bro. Irvin A. Uphoff, educational officer of St. Clair Lodge No. 24, Masonic Temple, 225 East "A" Street, Belleville, Illinois, cordially and fraternally invites all the members of the Masonic Stamp Club of New York to the celebration of the lodge's 125th consecutive

meeting of the Intender (educational) Program, at 7:30 p.m. on Nov. 19, 1973.

Each brother attending will receive a gift appropriate to the occasion: a beautiful program, and an article on Masonic education; also a full course dinner will be served to all present immediately after the lodge is closed, and this will be without charge.

FORMER APS PRESIDENT 'NED' WILLARD DIES



Edward L. Willard, president of the American Philatelic Research Library and immediate past president of the American Philatelic Society, died on May 7 at his home in State College, Pa. following a period of declining health.

Mr. Willard, who served as president of the APS from 1965 until 1969, conceived the idea of establishing a philatelic reference library and made such a proposal at the 81st annual APS convention in Newark, N.J. in 1967.

He appointed a study committee to report on the practicability of an APS library and once envisioned that it "might require a period of 10 years or more to reach our desired goals." But under his guiding influence, the new research library was incorporated in 1968 and has rapidly become an outstanding philatelic library.

Mr. Willard saw his dreams come true just last September 12 with the formal dedication of the new library building

and new home for the APS Central Office, which was made possible by the generosity of thousands of stamp collectors.

Mr. Willard was a philatelist, a research specialist, winner of gold medals and many awards, philatelic author of many articles, including the two-volume reference study of "The United States Two-Cent Red Brown of 1883-1887," which was published in 1970.

He had long been active in the APS, serving first as society attorney from 1949 until 1961. He served as director-at-large from 1961 to 1965 and then two terms as president. He joined APS Aug. 1, 1944 and became a life member in 1946.

He also was instrumental in the formation of the Inter-American Philatelic Federation of the Western Hemisphere, signed the "Declaration of Washington" on behalf of the APS and served FIAF as vice-president, 1969-71. He was elected the first president of the APRL in 1969.

Born on Aug. 31, 1904 in State College, the son of the late Joseph M. and Harriet N. Willard, he earned his Bachelor of Arts from Penn State University in 1927 and graduated from Harvard Law School in 1930. He was a practicing attorney, had served two terms as district attorney and was public defender of Centre County, Pa. at the time of his death. He was a member of the Centre County and American Bar Associations. He had suffered from a heart condition.

He is survived by his widow, Mrs. Julia Hill Willard, two sons, Joseph H. of Rochester, N.Y. and J. Peter of State College and one sister, Dr. Mary L. Willard of State College.

Mr. Willard, affectionately known as "Ned," was probably best known for his 2c red-brown specialized collection but he was also a student of the Spanish Civil War issues and was a general collector of Latin America.

His many philatelic affiliations include the Collectors Club of New York, the New York Masonic Stamp Club, the Royal Philatelic Society of London, the Royal Philatelic Society of Canada, the U.S. Cancellation Club, the United Postal Stationery Society, the Philatelic Literature Association, the Spanish Civil War Study Group, the American Topical Association, the Society of Philatelic Americans, APS Writers Unit #30, a life member of the Mt. Nittany Philatelic Society of State College and a member of several Masonic, civic and community organizations.

THANK YOU NOTE FROM CAPT. POLLACK

In the June, 1973 issue, we printed an article regarding the ex-POW Capt. Melvin Pollack, which was well re-

ceived by all. It is with a great deal of pleasure that I reprint an article that appeared in the Empire State Mason and a thank you note from Bro. Capt. Mel Pollack.

—Robert A. Smith



Please accept my most
sincere thanks for your many
thoughts and kindnesses.

It's great to be home!!

Thank you very much.

Captain Mel Pollack
U.S.A.F.

WELCOME HOME!

Throughout our Grand Jurisdiction, veterans of the Vietnam conflict have returned home at long last. Some who have returned have had to endure not only the hardships of battle but also the terror and physical punishment of long years in North Vietnamese prisoner of war camps.

One of these is Bro. and Capt. Melvin Pollack, USAF, who on April 5, 1973 was most enthusiastically welcomed home by his Masonic Lodge, Hope 244, of the Second Manhattan District.

We single out Bro. Pollack not because of his distinguished record or his five-and-a-half years in captivity but because his welcome back to the bosom of his Masonic Brothers is typical of the outpouring of love and gratitude being demonstrated in Lodges throughout the state as long missing and deeply missed brethren come home to their families, friends and their Lodge.

Bro. Pollack, a resident of Long Beach, attended its public schools and in 1964 was graduated from New York University. Before enlisting in the Air Force in 1966, he was Raised in Hope Lodge 224 by his father, Bro. Morris Pollack, making him the third generation to serve that Lodge. In addition to

his grandfather, Bro. Isidor Galfunt, two uncles, R.W. Hap A. Galfunt, and R.W. Max Galfunt, both past DDGMs of the Second Manhattan District, and a cousin, Bro. Sheldon Galfunt are members of Hope Lodge. His uncle, R.W. Hap Galfunt was also an Air Force pilot and was also a POW in World War II.

Sent to Vietnam in December, 1966, Bro. Pollack compiled an outstanding record while flying 78 combat missions before being shot down on July 6, 1967 shortly before he was to have been discharged. Among his numerous awards and citations are the Valor Citation, Presidential Citation, Air Force Commendation Medal, Air Medal (7 times), Purple Heart, Distinguished Flying Cross and the Silver Star. A 31-year old bachelor, Bro. Pollack plans to remain in the Air Force and fly fighter planes, possibly in Europe.

Upon his return, thousands of Long Beach residents turned out for a parade to welcome their "favorite son." City Manager James I. Nagourney presented the key to the city, and U.S. Representative John W. Wydler referred to Bro. Pollack as a "living symbol of devotion to duty."

STAMP ERROR IS RECEIVED BY MEMBER OF THE M.S.C.N.Y.

Anyone having information regarding this printing error, we would appreciate hearing from them.



Mr. Robert A. Smith, Editor,
The Masonic Philatelist,
22, East 35 St.
New York, N.Y.

Dear Mr. Smith:

Recently I received the three copies of The Masonic Philatelist which were appreciated as all copies are.

When received, I noticed that the stamps on the envelope did not look just right and checked further on them. Enclosed is a photostat of the envelope and stamps which may be of interest. While they are not a pair, both have the wording at the top, while a sheet of stamps shows it at the bottom, also the space from the top of the press to edge of stamp is much greater than on other stamps. I thought this might be of interest to the readers.

Would this be classed as a printing error?

Would the entire sheet have been that way?

Have any others been reported?

This can be mentioned to Scott Co. if you desire.

This photostat need not be returned, and I have the entire envelope.

Additional photostats will be gladly sent if you need any.

Hoping that this will be of interest to you, I remain

Fraternally yours,
Forest A. Black

'One person's loss is another's gain' is an expression made obvious to readers of the Masonic Philatelist who took time to examine the stamps used to frank their copy of the publication.

The stamps used included a pane of the Pamphleteer stamp which had the horizontal perforations misplaced to such a degree that the inscription normally appearing along the bottom of the stamp is located at the top.

While not of great worth, such freaks can carry a modest premium and are interesting examples of what can go wrong in the production of a postage stamp. A check of the Van Dahl Publication's mailing department, which mails the Masonic Philatelist, reveals not a single copy left!

8¢ COLONIAL POST RIDER STAMP

The Boston Post Road was colonial America's most sophisticated highway, extending 250 miles south to New York. Post riders were actually mounted letter carriers and they were expected to complete one round trip, Boston to New York, within a month's time.

The first intercolonies mail was carried along the Boston Post Road. The initial rider with his saddlebag of mail left New York on Jan. 22, 1673, and arrived in Boston about Feb. 5.

Colonial mails were both slow and expensive and it was not until Bro. Benjamin Franklin emerged on the American postal scene that service and mileage were improved.

Bro. Franklin and William Hunter were appointed in 1751 to be "Joint Deputy Postmasters and Managers of His Majesty's Provinces and Dominions on the Continent of North America." Franklin took charge of postal operations in the north and Hunter in the south.

The charge for letter carriage in those days was based on a per-mile cost and there always was considerable dispute among letter writers and the post office about the estimated distances. The clever Franklin brought order to the mileage charts when he rode the Boston Post Road in the summer of 1753, equipping himself with an odometer which measured distance.

Franklin was followed along the road with carts loaded with stones. After each mile, Franklin would dismount and a milestone was erected, a stone for the task being taken from one of the carts.

The milestones ended most wrangling about letter charges and greatly aided in the stabilization of post rates among the larger cities.

Hopley Yeaton

First Captain of U.S. Coast Guard

By Gerald D. Foss, 32°

Reprint from The Northern Light, June, 1973



The United States Coast Guard announced recently it will honor its first commissioned officer, Master Hopley Yeaton. His remains will be removed from the family cemetery in Lubec, Maine, and interred in a crypt at the United States Coast Guard Academy, New London, Connecticut.

Yeaton's life as a sea captain, naval officer and soldier was full of adventure. He survived at least two shipwrecks. He was acquainted with at least two Presidents of the United States, George Washington and Thomas Jefferson. And in an era when men did not live long, he was an active Mason for more than 43 years.

Yeaton was one of the patriots who risked his life to help form an independent United States of America. His valuable services have received little recognition except that accorded by the United States Coast Guard.

Yeaton was born in New Castle, 1740, probably the son of Richard and Elizabeth Drew Yeaton. Like many young men in seaport towns, he went to sea as a young man. Unlike many others, he spent most of his life at sea.

Nothing is known of his boyhood and education. His name appears in the New Hampshire Gazette of January 14, 1763. The paper reported the death of Dr. Nathaniel Sargent of New Castle. The story states that the doctor's will was dated October 24, 1760, and that Yeaton was a witness. His name appears in the Gazette many times in later years, but generally in connection with news of ship departures and arrivals.

The first item of especial interest is in the Gazette of June 16, 1769, reporting the arrival of the brig, Olive, with Captain Yeaton, from Swanzeey, Wales. It listed three passengers: Joseph Whipple, and Captains Thompson and Cheever. The names of two of the passengers are closely connected with Yeaton for the next 38 years. Captain Thompson was probably Thomas Thompson who came to Portsmouth first in 1767 and later became a captain in the Continental Navy. Joseph Whipple became the first Collector of Customs at Portsmouth under the United States Government. In this office, he had considerable supervision over the revenue cutter on station at Portsmouth. Yeaton

served under Captain Thompson on the frigate, Raleigh, at least a year.

St. John's Lodge, Portsmouth, held a meeting in Portsmouth June 22, 1769. Yeaton's name is recorded as present for the first time. Captain Thompson and Cheever were also recorded present, but Thompson had been in lodge on a previous occasion to receive his first and second degrees in Masonry. He received many other Masonic degrees in Bristol, England, during his recent stay in England. Hopley Yeaton did not receive any degrees in St. John's Lodge, Portsmouth. He may have received his Masonic degrees in England. He had received at least three degrees elsewhere for he not only visited St. John's Lodge but also the Masters Lodge. He signed the by-laws between June 22, 1769, and January, 1770, thus becoming a member.

Between 1769 and 1774, several entries of ship arrivals and departures are listed in various issues of the New Hampshire Gazette. Among the ships he commanded were the brig, Olive; ship, Prince of Wales; brig, White Oak; and ship, Britannica. The voyages were to the West Indies except one more to England. The brig, Olive, was wrecked off Cape Fear in 1771, but all the officers and crew were saved.

In 1774, Yeaton is reported to be the leader of the Sons of Liberty in Portsmouth. He signed a petition with 87 other men urging the New Hampshire Committee of Safety to put the opposition of a ship and send them to any port in possession of the enemy.

In the spring of 1776, he was taken prisoner by the British while on the ship, Polly, in the Caribbean. Once again he was saved from prison by the fortunate recapture by an American ship out of Salem, Massachusetts. He was taken to Boothbay, Maine, thence back to Portsmouth. He related a bit of important intelligence to Colonel Pierce Long who sent it along to Josiah Bartlett in a letter of August 5, 1776. It described the pattern of British ship movements in that area which made them easier prey for our ships.

Yeaton was commissioned a third lieutenant in the Continental Navy September 28, 1776, and assigned to the frigate, Raleigh. During 1777, she was dispatched to France to obtain supplies. A few battles were fought and she lost a few men, but she was back in Portsmouth in April, 1778. After refitting she was sent to Boston and from that port was sent to sea in September, 1778. If Yeaton was aboard on this trip as some

say, he was shipwrecked again, for the Raleigh, after being pursued for some 60 hours by the Experiment (50 guns) and Unicorn (22 guns), was badly damaged and beached in Penobscot Bay. She suffered 26 casualties; 85 escaped, and the rest were taken prisoners.

During the summer of 1778, Major-General John Sullivan was attempting to evict the British from Rhode Island. He called for help. Several companies of men made the trip and stayed a month or so. Hopley Yeaton was listed as a private in Colonel John Langdon's company.

The frigate Deane, built at Nantes, France, sailed into Portsmouth Harbor in May, 1778, for refitting before becoming a naval ship of the Continental Navy. She was one of the most active of the Continental Navy and survived the war. In the fall of 1778, the Deane was in Boston preparing for sea. She sailed January 14, 1779, for cruises along the Atlantic seaboard to the West Indies. Hopley Yeaton was serving as first lieutenant. Captain Samuel Nicholson of the frigate, Deane, recommended to the Marine Committee that Hopley Yeaton be promoted a captain, but the Marine Committee rejected the recommendation writing that it had more captains than ships. The Deane continued to wage war on the British until the spring of 1783 when she was decommissioned. From a letter written by Yeaton in 1789, he continued to serve on her during the war, at a great personal sacrifice to himself and his family.

Upon his return to Portsmouth, Yeaton resumed his career as captain of merchant ships. One voyage of 1785 is of especial interest. He was on a vessel owned by John Langdon bound for France. He visited Paris and was received by Thomas Jefferson, United States Minister to France. Jefferson wrote a letter to Langdon telling of Yeaton's visit and sent a gift of a doll for Langdon's young daughter. Langdon acknowledged the gift with appreciation in a letter of December, 1785, saying that Yeaton had delivered it to him.

On a voyage to Philadelphia in December, 1787, he was driven by northwesterly gales toward the coast of Bermuda where he suffered loss of the ship and cargo, but survived again. After a passage to the West Indies, he found a ship returning to Portsmouth.

The New Hampshire Gazette of September 24, 1789, reported the arrival of the sloop, Mary, with Captain Yeaton from Santo Domingo. Soon after its ar-

rival occurred an event which may have been the catalyst by which he became the first captain in the United States Revenue Marine Service, forerunner of the present United States Coast Guard.

President George Washington visited Portsmouth from October 31 to November 4, 1789. He wanted to see the harbor and its forts. Captain Yeaton was chosen coxswain of his barge. Yeaton wrote a letter, December 11, 1789, to President Washington seeking a position for which he might be qualified. He cited his service in the Continental Navy throughout the war.

Congress adopted legislation in 1790 providing for a Revenue Marine Service with ten cutters. Yeaton was commissioned on March 21, 1791. His commission was signed by George Washington and Thomas Jefferson. He now became the first commissioned sea-going officer of the United States for as yet there was no United States Navy. He was assigned to the Scammel built in the district of Portsmouth. His patrols were on the Maine and New Hampshire coasts. Yeaton promoted the cause of the service by seeking larger cutters, more men, more armaments and increased salaries. Yeaton was successful in all counts.

Yeaton's second command was the cutter, Governor Gilman. Not long after, John Adams was inaugurated the second President of the United States. Many years later, Yeaton's grandson, Enoch, wrote an article for the *Eastport Sentinel* (1886) in which he said that his grandfather was removed from the United States Revenue Marine Service by President Adams because of a difference in political beliefs. But with the inauguration of President Jefferson, Yeaton was commissioned again, this commission being dated January 15, 1803, signed by Thomas Jefferson and James Madison. He was assigned a new cutter, New Hampshire. His patrols were on the coasts of Maine and New Hampshire. He retained this command until December 31, 1809, when he retired at age 70. He lived on his farm at Lubec, Maine, until he died May 12, 1812, and he was buried there.

Yeaton married Miss Comfort Marshall in the South Church, Portsmouth, November 15, 1766. They had seven children, five of whom grew to adults. He bought a lovely old mansion house on Deer Street, Portsmouth, in 1769, where he and his family resided until he sold it in 1800. His first wife died June 29, 1788 in Portsmouth. He married Elizabeth Gerrish of Portsmouth, September 26, 1789. She survived him

about seven years. There were no children of this marriage. From 1800, they resided in Lubec, Maine.

Yeaton's Masonic career commenced in some unknown lodge, probably in England. As in everything he undertook, he became dedicated to it. The minute books record that Yeaton visited St. John's Lodge, Portsmouth, at least 66 times, held many offices except that of Worshipful Master. His signature is also recorded in the revised by-laws of 1788.

Major-General John Sullivan was installed Most Worshipful Grand Master of the Grand Lodge of New Hampshire April 8, 1790. He appointed Hopley Yeaton Senior Grand Steward who was installed the same day. His name appears in the minutes as present at least 17 times while he was an officer. He was reappointed to the same office by Most Worshipful Hall Jackson and Most Worshipful Nathaniel Adams, his last appointment being April 25, 1798. He served as Junior Grand Warden pro tem often.

The last recorded visit of Hopley Yeaton to the Grand Lodge of New Hampshire was on June 24, 1807. The Grand Master was then Thomas Thompson, the captain who had been a passenger on the brig, Olive, in 1769. Thompson appointed Yeaton Senior Grand Deacon on this visit which was a most unusual one. The Grand Lodge of New Hampshire had been invited to lay the cornerstone of the new edifice, St John's Church, with Masonic ceremonies. It was the first time for the Grand Lodge of New Hampshire. The ceremonies were elaborate. Many celebrities attended among whom was Governor of New Hampshire, John Langdon, with whom Yeaton was well acquainted.

His Masonic activity did not cease upon leaving Portsmouth for his name appears as a charter member of Eastern Lodge No. 7, in Eastport, Maine, in 1801.

Heretofore the United States Coast Guard has honored Yeaton by naming a revenue cutter for him. It saw much service until it was decommissioned in 1969. A hall at the Academy is also named for him. The United States Coast Guard has valid reasons for being proud of its first captain. He served his country well.