

The Masonic Philatelist



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NO. 2

GENERAL CHARLES AUGUSTUS LINDBERGH



FEBRUARY 4TH, 1902 — AUGUST 26TH, 1974

Initiated July 9th, 1926 — Keystone Lodge F & AM

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Passed October 20th, 1926 — Raised December 15th, 1926

The MASONIC PHILATELIST

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The Masonic Stamp Club of New York was
organized in 1934 for the purpose of encour-
aging research and study in Masonic Philate-
ly, 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.

FUTURE MEETINGS

January 6 _____ Guest Lecturer
February 3 _____ Bicentennial 1778-1978
March 3 _____ Masonic Night and Degree
of Philately
May 3 _____ Annual Dinner
June 2 _____ Annual Meeting, Committee
Reports, Election of Officers, Installation

Program Events Subject to Change

By the Sign of the Gavel

It was gratifying to note the enthusiasm
of the members of the Masonic Stamp
Club of New York at the ASDA show.
Our booth was advantageously located
and was well staffed. My sincere thanks
to all who cooperated.

We mailed the September-October 1977
issue of the "Masonic Philatelist" and
the November-December issue, which
you are now reading, completes the is-
sues for 1977.

We have produced two new cachets,
the Lindbergh cachet and the Herkimer
cachet. Our mailing list has been revised
and our treasurer reports that delinquent
accounts are paying their dues.

We are working on several ambitious
programs, such as the publication of a
series of pamphlets on masonic philate-
ly, and hope they will materialize short-
ly.

We are growing stronger and stronger,
and have gained continual strength by
overcoming the unusual problems with
which we were faced.

We again solicit your cooperation by
furnishing interesting articles for the
"Masonic Philatelist", paying dues
promptly, and attending meetings.

We hope the New Year will bring you
and your family good health and happi-
ness.

Sincerely,

JOSEPH NATHAN KANE
President

NOTE FROM THE PUBLICATION COMMITTEE

We are in the process of preparing a
cumulative index of "The Masonic Phi-
latelist" — 1943-1977. This should furnish
the groundwork for a series of hand-
books on Masonic cancellations, Masons
on Stamps, Masonic Cachets, and Memo-
rabilia and Symbolism, etc. on Stamps.

CLOSED ALBUMS

William H. Myers

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.

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 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, Sacramento, 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 the 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.

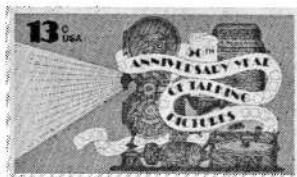
Other commemorative covers and a display of stamps depicting Lindbergh or the "Spirit of St. Louis" lead to the last frame in the exhibit with an Epilogue to Lindbergh and a photograph of the Spirit of St. Louis in the Smithsonian Institution, Washington, D.C.

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.



George Michael Cohan (1878-1942), song and dance man, composer, playwright and producer. Both a Roman Catholic and a Freemason. Born July 4, 1878 in Providence, Rhode Island, James Cagney played the part in portraying his life in the film "Yankee Doodle Dandy."

Songs, many of which became very popular # **Give My Regards to Broadway; Over There; You're a Grand Old Flag; Harrigan and Mary's a Grand Old Name.** Among his few films were - **Broadway Jones** (1916); **Hit-the-Trail Holiday** (1918) and **The Phantom President** (1933). Raised November 16, 1905 in **Pacific Lodge No. 233**; received 32° AASR (NJ) Feb. 3, 1906 and member of **Mecca Shrine Temple**, all in New York City and was a life member of each. He died November 5, 1942 and was buried with Roman Catholic services.



FRANCESCO I MADERO

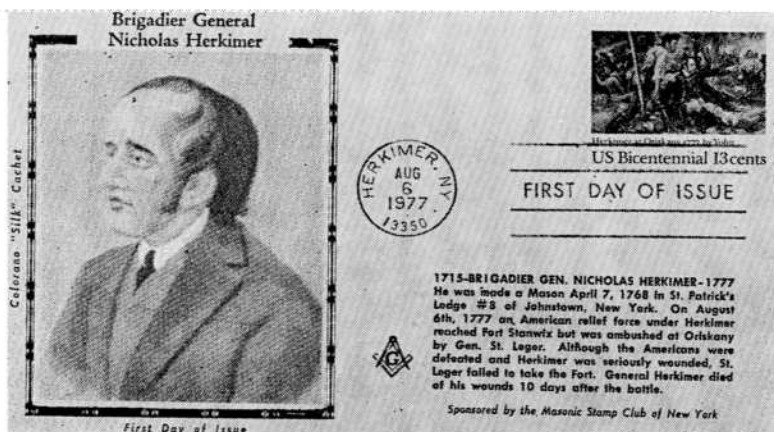
by R. W. Walter C. Marshall

Mexico issued a stamp (1052) on Nov. 9, 1973 for the centenary of the birth of President **Francisco I Madero** (1873-1913). He was a peculiar mixture of a revolutionary, liberal and idealistic. His education at the University of California made him progressive and open to new ideas. In 1889-1895 he lived in France where he learned to be liberal, modern and understanding. Returning to Mexico he took over the administration of the large family estate and mine holding in the state of Coahuila, Mexico, but he was not satisfied and was attracted to politics. He organized the Club Democratico Benito Juarez with branches throughout the country in an effort to interest and appeal to the independent voters. He became the acknowledged leader of the independent voters of Mexico. In 1910 he demanded effective suffrage during the election of Diaz, a Mason elected president in 1910. Madero showed great generosity towards the vanquished, sincere in ruling according to the constitution, his ideal was the division of land.

During the election after making a number of speeches and criticizing Diaz he was imprisoned on a charge of libel against the government, and had to flee to the United States, but in May 1911 he was head of a military expedition of revolutionaries who captured Ciudad Juarez, the established capital. He forced Diaz out of the country. Diaz who was a member of Toltecas Lodge #8 and grand commander of the Southern Supreme Council continued his Masonic activity in Paris until he died. Madero became president, 2 years later during a new revolt and street fighting he was arrested by his chief general Huerto after he was overthrown on February 22nd, 1913. He could not escape. The next day he was shot, but most likely he was assassinated. Huerto came to power, he was a non-mason. Madero was at the time of his death assistant Senior Warden of the Lealtad Lodge #15 in Mexico City and belonged to the ancient and accepted Scottish Rite, where he received the 33rd degree.

1977 MASONIC CACHETS

SPONSORED BY THE MASONIC STAMP CLUB OF N.Y.



Lindbergh Cachet

Pictured On Front Cover

SET OF TWO \$2.50

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These cachets, and others may be obtained from, Louis Bernstein, Cachet Sales Chairman, Masonic Cachets, 451 West 46th Street, New York, New York 10036.

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