



The Masonic Philatelist

VOL. 25

DECEMBER 1968

NO. 4



May you have —

The Gladness of Christmas which is

HOPE

The Spirit of Christmas which is

PEACE

The Heart of Christmas which is

LOVE

The MASONIC PHILATELIST

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By the sign of the Gavel

Due to unforeseen circumstances, Bro. Edwin Mayer at 225 West 34th Street, New York, N.Y. 10001, has become our new treasurer. Please send your dues to Ed. You will receive the bills shortly.

Also, please note that Bro. Norman Sehlmeier has taken over the Membership Committee.

I was unable to attend the last meeting, but was told that Bro. Louis Bernstein did an excellent job.

May I at this time wish all of you a very happy and healthy Holiday

★ MEETINGS ★

First Friday of each month
Collectors Club Building
22 East 35th Street, N. Y. C.

Season. Enjoy your leisure with your dear ones, and let us pray for a better tomorrow.

—Joseph Munk

Crocket Hailed At Stamp Debut

Three distinguished Texans paid tribute to Davy Crockett in the Alamo Chapel, Thursday, August 17, 1967, in connection with the issuance of a 5¢ stamp in the American Folklore Series honoring the famed frontiersman who died at the Battle of the Alamo in 1836.

Senator Ralph W. Yarborough delivered the chief address, followed by remarks by Dr. Herbert Gambrell of Dallas, a member of the Texas State Historical Survey Committee, and Assistant Postmaster General William M. McMillan of Washington.

Giving a brief character sketch of Crockett, Sen. Yarborough called him "America's first superman," but added, "There is no myth here. He was a living, breathing folk hero."

He said, "Davy Crockett was a legend in his own lifetime. He was a justice of the peace, colonel of the Tennessee militia, legislator, congressman, author, sharpshooter and frontiersman. He was a fabulous person long before his heroic death here at the Alamo."

Gambrell mentioned Crockett's frontier humor and pointed out an example of Crockett comments: Be sure you're right, then go ahead."

Assistant Postmaster General McMillan brought greetings from President Lyndon B. Johnson and said, "I trust that this first-day sale and ceremony will bring additional attention to San Antonio, the home of the Great HemisFair for 1968."

McMillan distributed commemorative albums of the stamp to Sen. Yarborough, Mrs. William L. Scarborough, president general of the Daughters of the Republic of Texas; Charles R. Woodburn, president of the Texas State Historical Survey Committee; Mrs. B. M. Crenshaw, chairman of the Alamo Committee; and Daniel J. Quill, San Antonio postmaster.

He said he personally is taking the first album to President Johnson.

Charles R. Woodburn, president of the Texas State Historical Survey Committee, served as master of ceremonies for the event. Music was furnished by the U.S. Fourth Army Band.

Introducing special guests, Postmaster Quill pointed out Capt. David S. Crockett of Dallas, one of the frontiersman's descendants.

San Antonio Mayor W. W. McAllister

was scheduled to give the welcoming address, but was unable to leave the city council meeting. Mrs. Warren Holden, past chaplain of the Alamo Chapter of the Daughters of the Republic of Texas, gave the invocation and Mrs. Richard G. Halter, present chaplain of the chapter, gave the benediction.

Approximately 250 persons were present.

Origin and Development of — **THE AMERICAN FLAG**

a) **Flags of the Revolution** were adapted from local and colonial emblems and used by military units on posts and in battles. Three of those flags have been incorporated in stamp designs: Bunker Hill (Massachusetts); an anchor with the word "Hope" (Rhode Island); and the "Liberty or Death" banner in the Battle of White Plains (N.Y.).

The direct forerunner of the Stars and Stripes was the Grand Union Flag, or Cambridge Flag, hoisted by General Washington in January 1776 at Cambridge, Mass. as the Standard of the Continental Army.

It had 13 red and white stripes and the red and white crosses of the "mother country" in a blue canton. There is no US stamp bearing a facsimile of that Flag.

b) **The National Flag** came into being through an Act of the Continental Congress, June 14, 1777. This Act prescribed 13 alternate red and white stripes and 13 white stars in a blue field, but it did not indicate their sizes or specific arrangement on the banner.

Traditionally, Betsy Ross, a flag maker in Philadelphia, is credited with the design of the first Flag—13 stars alternate red and white stripes (as shown on the Betsy Ross stamp, No. 1004).

This credit is based on a claim made by her grandson, William C. Candy, and attested by her daughters and other persons. Another claimant of this historic distinction was Francis Hopkinson, a member of the Continental Congress from Philadelphia. There is, however, no historical evidence for either claim.

Following the centennial celebration of the first Flag Act, in 1877, June 14

was observed as Flag Day in various regions. In 1916 President Wilson proclaimed it as National Flag Day to be observed annually.

c) **The Second Flag Act** was passed by Congress, January 13, 1794, establishing the emblem of 15 stars and stripes, corresponding to the number of States in the Union at the time. This Flag, with the stars arranged in five staggered rows of three each, appears on the stamp honoring Francis Scott Key, No. 962.

d) **When, in 1818**, the number of States reached 20, it was realized that adding more stripes for each new State would make the size of the flag unwieldy.

At the suggestion of Capt. Samuel C. Reid, USN, Congress passed **The Third Flag Act**, April 4, restoring the original 13 stripes and ruling that a star be added for each new State on the Fourth of July following its admission. This Act is still in force.

e) **Additional stars**, and hence the re-arrangement of the canton, appeared with each new State, until the 18-star emblem (six rows of eight stars each) came into existence in 1912 with the admission of Arizona and New Mexico.

This flag is presented on many stamps and particularly on the first special Flag issue of 1957. In 1912 President William Howard Taft issued an order establishing the proportional dimensions of the national Flag, but withdrew it a few months later.

President Woodrow Wilson re-issued the order in 1916, thus setting the dimension of the horizontal length at 1.9 of the vertical width.

The blue canton, or union, was fixed in width at seven of the 13 stripes,

and in length, at 0.76 of its width. The 49th star was added in 1959 and the 50th in 1960, after the admission of Alaska and Hawaii.

f) **Some of the popular names** of the Flag have interesting origins, it is known as "Stars and Stripes" for its design; "Star Spangled Banner," so named in 1814 by Francis Scott, author of the National Anthem; and "Old Glory," the name first given to a Flag on a ship by a young sea captain, William C. Driver of Salem, Mass. The originals of the last two are now in the Smithsonian Institution.

Special Stamps Honoring the Flag as Such

The first postage stamp featuring the national emblem was issued in 1869. It shows the Eagle resting on the Shield and Flags grouped on the sides. On top are 13 stars arranged in a semi-circle. However, the first stamp to honor the Flag in a design by itself appeared 88 years later, on July 4, 1957.

It displays the 48-star Flag (six rows of eight stars each) flying from a pole. Underneath is the inscription "Long May It Wave."

The stamp was also the first to be printed in natural colors on the Giori press. The flag of July 4, 1959 was issued to commemorate Alaska's admission as the 49th State, in 1958. The 49-star union is arranged in seven staggering rows of seven stars each.

Similarly a special commemorative Flag stamp was issued July 4, 1960, upon the admission of Hawaii as the 50th State in 1959. The 50 stars are arranged in five rows of six each and four inter-spacing rows of five each.

The Flag of the regular issue appeared on January 9, 1963 when the new 5¢ first-class postal rate went into effect. The central design is an unfurled 50-star emblem over a picture of the White House, which also flies its own Flag from the top.

This is the first American stamp without the words "U.S." and "Postage," it being assumed that the Flag in natural colors and the White House are in themselves sufficient to symbolize the nation.

Presidents and National Heroes

The George Washington 2¢ regular issue of January 17, 1903 has his portrait (by Stuart) draped by two flags. Abraham Lincoln of the same issue, January 20, 1903, has his picture (by Brady) decorated by Flags in the upper corners.

Gen. Casimir Pulaski, Polish patriot and hero of the American Revolu-

tion, was commemorated on the 150th anniversary of his death (1779) by an issue of January 16, 1931. The Polish and U.S. banners are in the upper corners over an oval portrait of the General.

LaFayette's 175th anniversary of arrival in America (1777) was honored on June 13, 1952. The American and French flags are displayed on the sides of the Marquis' portrait.

"Buildings Flying the Flag" is the fourth section of our discussion of US stamp depicting the National Emblem. Three of the National Capital Sesquicentennial issues, commemorating the establishing of Washington as the nation's Capital in 1800, display the Flag; on the White House, issued June 12, 1950; at the Supreme Court, August 2; and over the Capitol, Nov. 22.

By Presidential Proclamation, the Flag is flown over the capitol day and night. The stamp "Women in Our Armed Services," Sept. 11, 1952, shows the Flag over the Capitol in the background.

Two of the Franklin D. Roosevelt series of 1945 have the Flag — one on the White House (3¢, June 27) and the other on the Hyde Park residence (1¢, July 26). The 10¢ air mail issued August 30, 1947, primarily for mail to Latin America, has the Flag on the left top corner of the Pan American Building in Washington, D.C.

States and territories honored on stamps have the national emblem flown over buildings of old Capitols or historical edifices. These are: Vermont, issued March 4, 1941, 150th anniversary of admission of Statehood; and Iowa Territory Centennial, August 24, 1938 which has a flag over the Old Capitol Building in Iowa City, which is now the principal administrative unit of the University of Iowa.

La Fortaleza, Palace of the Governors in Puerto Rico, issued in tribute to US territories, Nov. 25, 1937, showing the US Flag on top of the castle. Since 1952, when the Commonwealth of Puerto Rico was established, both the US and Puerto-Rican emblems have been flown from the Fortaleza.

The US Flag flies on top of the Palace of Governors, Santa Fe, N.M. (regular 1½¢ issue, June 17, 1960) which since 1909 has been the main seat of the Museum of New Mexico. The design is by the late Santa Fe photographer Tyler Dingee, from one of his own photos taken before 1959.

The Flag on Ships

In the Navy issue of 1936-37, the Flag is flown from a top mast on a

sailboat of the Revolutionary War, between pictures of Captains John Paul Jones and John Barry (1¢, Dec. 5).

The 3¢ has a Flag on the left of a sail vessel of Civil War days, between portraits of Commodores David G. Farragut and David D. Foster (Feb. 18).

The "Constitution," or "Old Ironsides" issued October 21, 1947 on the 150th anniversary of its launching in 1797, flies the Flag at mid-level on the left; 16 stars of the number of States at the time are arched over the boat.

The 100th anniversary of Commodore Matthew C. Perry's negotiations with Japan for trade in 1953, issued on July 14, 1953, shows one of his vessels anchored in Tokyo Bay flying the American Flag against the background of a full moon.

The Hudson-Fulton of September 25, 1909, on the tercentenary of the discovery of the Hudson River and the centenary of steam navigation, has an American Flag on the "S. S. Clermont" on the right. The sailboat on the left is Henry Hudson's "Half Moon," probably flying the British emblem.

The Golden Gate 20¢ regular issue of May 1, 1923 has a Flag unfurled on the left promontory as ships pass through the Gate.

"Savannah," on the 125th anniversary of the first steamship crossing the Atlantic Ocean in 1819, issued May 22, 1944, flies the national emblem on the front mast and the ship's ensign in the center.

Soo Locks of June 28, 1955, on the centennial of transportation on the Great Lakes, shows a Flag on the left side of the large steamer. Louisiana State sesquicentennial of April 30, 1962 has a boat with a Flag on the left front.

On November 22, 1935 a 25¢ air mail was issued especially for use by Trans-Pacific air mail service to Hawaii, Guam and the Philippines, which was inaugurated Nov. 25. The same design without date was issued Feb. 15, 1937 in 20¢ and 50¢ denominations for air mail to China.

These "China Clipper" stamps have a boat on the right, covered partly by the numeral, Flying a Flag on the front mast.

The 10¢ Parcel Post of Dec. 12, 1912 has a Flag on a mail tender beside a large steamship. This is one of a set of twelve such stamps put on sale, Jan. 1, 1913, and is the only US Parcel Post series ever issued. By order of June 26, 1913 further printing of distinctive Parcel Post stamps was discontinued.

Military Posts and Battles

The Continental Flag of 13 stars and stripes and the "Liberty or Death" ensign are displayed on the 150th anniversary issue of the Battle of White Plains, Oct. 18, 1926, mentioned previously among the Flags of the Revolution.

This has also been issued in a souvenir sheet of 25 to commemorate the International Philatelic Exhibition in New York, Oct. 16-23, 1926.

Washington's Headquarters in Newburgh, N.Y., issued April 19, 1933, on the 150th anniversary of the Proclamation of Independence in 1783, displays the Flag from a pole at Hasbrouk House that was used as Headquarters.

The same stamp had a special printing, March 15, 1935, un gummed under authority of PMG James A. Farley "for a limited time in full sheets as printed blocks thereof, to meet the requirements of collectors and others who may be interested." (From "Postal Bulletin" No. 70782).

Catalogs note that this special issue is identifiable only in pairs or blocks of four, showing wide gutters between the stamps. However, one can detect on the Farley issue a lighter shade of purple than on the regular one.

"Arkansas Post" with the American Flag is shown on the Arkansas State Centennial of June 15, 1936. The Stephen Watts Kearny Expedition, issued October 16, 1946 on the centenary of Kearny's entry into Santa Fe, N.M. in 1846, has the Flag raised in front of the Palace of Governors. The design is from a painting "Capture of Santa Fe" by Kenneth M. Chapman.

Fort Kearny's centenary of founding in Nebraska, Sept. 22, 1948, flies the Flag from a pole in the center of the Fort. The Flag is also in the center of Fort Bliss, in Texas, issued on its centenary, Nov. 5, 1948.

The dramatic raising of the American Emblem on Mount Suribachi, Iwo Jima, is pictured on the stamp issued, July 11, 1945, in honor of the US Marines who recaptured the island, Feb. 23 that year.

TWO MASONS IN FAMOUS SCIENTISTS SERIES

Two Masons are pictured on the Famous Scientists series of 1940. Dr. Crawford W. Long, the first physician to administer ether as an anesthetic, is shown on the 2¢ issue (No. 875), and Luther Burbank, famed horticulturist, is pictured on the 3¢ stamp (No. 876).

World's Champion First Flighter Covers 200,000 Miles for Record

By Lawrence Thompson
Herald Staff Writer

The world's champion First Flighter is in Miami.

She is Mrs. Clara Adams, New York City, who claims no other person has been a passenger on so many "first" air trips.

She was on the first flight of the Graf Zeppelin, United States to Germany, in 1928. She was the only woman aboard.

She was on the first trip of the Hindenburg to the United States from Germany in 1936. There were 11 women that time.

She made the first round trip across the Pacific in a Pan American Clipper, in 1936. Fred Noonan, later lost with Amelia Earhart in the Pacific, was the pilot.

She was in the first Clipper to cross the Atlantic, the first commercial flight from New York and Bermuda, the first Stratoliner to fly from New York to Los Angeles, and the first Clipper flight between San Francisco and New Zealand.

She was in the first flight of the giant Dornier Do-X, a 12-engine flying boat that landed in Miami while en route to New York from Rio de Janeiro in 1931.

In other words, Mrs. Adams doesn't care much where the "first" flight starts from or where it goes to—if it's an inaugural flight, she's very apt to be aboard. And she's always a paying passenger.

In running up her unusual record, Mrs. Adams estimates she has flown more than 200,000 miles.

Her first flight was in March, 1914, at Lake Eustis, Fla., in a Thomas flying boat that reached the breath-taking altitude of 700 feet.

Her interest in being a Firster probably started in 1928 when she was able to go on the maiden journey of the Graf Zeppelin.

Mrs. Adams was related to Gen. Paul von Hindenburg, who introduced her to Dr. Hugo Eckner. Her flight in his dirigible made her the first woman to fly across the Atlantic in a lighter-than-air craft and she and Miss Earhart, first woman to fly across the ocean in a plane, also in 1928, later became close friends.

She now has crossed the Atlantic five times and the Pacific five times on her "first" journeys.

In 1939, Mrs. Adams set a new passenger record for going around the world, completing the circuit in 16 days, 19 hours, and 4 minutes. She used only regular air passenger lines in beating the former record of 18 days, 14 hours.

The New York Times was sufficiently interested in her achievement to print a full page of pictures in its rotogravure section, showing her leaving New York, in Marseille, India, Bangkok, Manila, Wake Islands, San Francisco, and returning to New York.

Although New York still is her home, Mrs. Adams visits here each winter. She is staying at the Urmev hotel.

The Disease of Philately and Their Treatment (Continued)

Mounts

There are no perfect stamp mounts; just some that are better than others. Most European, and many American collectors, have a fetish about unused stamps. These must be unhinged, so they keep their stamps in small plastic folders, transparent on the back and sometimes with a black background. This provides an unhinged condition but my attention has been drawn to the small insects that inhabit these hinges.

They are so small that unless you see them move they are not perceptible. Presumably bi-sexual, only one lives in each hinge (at least I have never found two). They live on the gum which, under a microscope, shows a series of tiny trails where their diet has led them.

And thinking of these philatelic boll-weevils, for that is what I call them not knowing their name, I am reminded of

the snails in Devon and Cornwall. These, in their must season, invade letter boxes which have been built into walls in order to spend their honeymoon, sustaining their strength by eating the stamps off the letters posted in the box. I am told by an eminent snail-ographer that it is the gum which they like, only eating the stamp in order to consume the mucilage, much in the same way as the British race eats soggy or burned toast in order to devour the marmalade or honey with which the farinaceous carriage has been surcharged. This is not a philatelic disease as the stamp is no longer there when your letter is delivered but you find a neat cachet which reads "STAMP EATEN BY SNAILS". It is not surprising that such covers command a premium.

In certain countries one finds stamps and albums which have been perforated by a worm which eats its way through, usually leaving a neat round hole through the stamp. This is not unsightly and a cover may even fetch a fair price if the adhesive is described as being "tied by a worm hole". I have never treated such stamps with perforated abdominal walls but I do not doubt that the De Thuin's of this world can fill the holes with liquid paper and then paint the patch to represent the missing design.

Back to mounts.

The modern gummed stamp mount or hinge varies in quality—some are very peelable and, if used efficiently, leave little or no mark upon the gum when they are peeled off. However, the mounters vary a great deal, the pipe-smoker's saliva being the most fruitful in my experience, and the extrovert will take the most peelable mount and then fix his stamp with such vigor and surplus saliva that it is safe until the Day of Judgement.

The next owner may wish to re-

mount the stamp efficiently, or the mount may be the old fashioned unpeelable hinge or even the margin off a sheet of stamps. If the patient is in used condition, then there is little difficulty in removing the mount by one of the wet processes previously described. If the stamp is unused and still possesses some original gum which should be preserved, then the use of the humidifier may be the most successful. To avoid thinning a delicate stamp, the mount must be really wet before it is removed. In my experience, where there are several mounts, I use a brush to wash the face of the stamp (always providing it is printed in fast colours), then turn the stamp face down on the wire of the humidifier and use the brush to place a drop of water on the mount. The lid is then closed and I set my parking clock for fifteen minutes in order that my attention may be drawn to the patient. Having reopened the humidifier I take the scalpel and see if I can raise the corner of the mount. If it comes up easily, I slide the scalpel under the mount but parallel with the back of the stamp. If there is any resistance then I paint the face of the stamp again, put another drop of water on the mount and repeat the process in fifteen minutes. With patience, the most obstinate mounts may be removed and I have taken the remains of as many as seven old hinges off the back of a classic stamp to make it superb. Such stamps often show a depression (when looked at from the back) caused by the presence over years of a cake of old gummed paper; even after the cake is removed the depression remains and in such cases, as soon as the patient is dry, I put it in a medium press for twenty-four hours.

There are other diseases of philately which must be mentioned although these are really border-line cases.

Remainders

The first of these are the "remainders", that is stocks of stamps that have been withdrawn from sale by the post office, or stocks that have remained in the hands of the printer, and have been subsequently sold on the philatelic market. Recently, large stocks of such remainders were destroyed by the postal authorities in Italy thus giving rise to prayers of thanks by those collectors whose philatelic investments were secured by the destruction. To my mind, this is a debatable matter. Firstly, the possession of remainders has aided

the studies of advanced philatelists. Secondly, who has the moral right to destroy the pleasure of possession of others? If there are remainders, I am in favour of their preservation for collectors providing the stamps are properly described and an appropriate note appears on the standard catalogues recording their existence. After all, many of the unused classic issues of the British Empire would not exist if the remainders of every issue had been destroyed.

A class of remainder which gives

some offence is when these stamps are cancelled before being sold, either with a genuine obliteration, sometimes with a date-stamp which has had the date put back to the period of use, or even a cancellation specially made for the purpose. Such stamps lend themselves to fraud for they become marketed as genuinely used and are bought as superb stamps by the uninitiated. I de-

plore their manufacture as they lend themselves to deceit.

In the same class come stamps cancelled par complaisance, either because one collector wants a used set or because the stamps are more popular used than unused and someone hopes to make an illicit profit. This is a disease in a shade of grey.

Reprints

Then there are reprints, which may be divided into official and clandestine or authorised and unauthorised. There can be a variety of good reasons why a postal department may decide to reprint a stamp. There may be a shortage of a current issue and the old one fills the want. There may be a need to commemorate an anniversary by the reprint of an issue which was current at the time of the event commemorated.

There may be the postal need for the reissue of a denomination previously withdrawn owing to a change in postal rates or postal policy. These reprints are not diseases unless they are of less value than the original issue and are sold to the unsuspecting collector as the more valuable original in which case they fall into the second class of philatelic diseases—

THE CRIMINAL

All philatelic diseases in the criminal class are based on deceit by the knowing seller and possibly greed on the part of the buyer. Such diseases may be quickly enumerated.

1. **The clandestine reprint** — made from the original plate, type or stone which has passed into unauthorised hands. It can be identified by the student armed with knowledge of the original colours in which the stamp was printed, the original paper, the original gum when unused or the original cancellations when used. The state of the impression is often an indication.

2. **The forgery**—whether (a) total or (b) surcharge or overprint. Knowledge and comparison between the patient and a known genuine example is essential even if of a different and more common denomination. The forged cover falls into this category.

3. **The fake**—the manipulation of a genuine stamp in order that it should appear to be something of greater value. This includes the repair made to conceal a defect from the buyer, a colour change and all the variety of deceits which have been thought up by the clever and not-so-clever crooks who have tried to earn a dishonest living at the expense of the philatelist.

This commentary does not purport to be the last word on how to identify a disease. Knowledge and experience are the great safe-guards but the surprising fact is that so many collectors do not trouble to observe their possessions. Once a point is demonstrated, it is clearly seen, and they wonder why they have not noticed it during the past decade. Here I want to deal with the art of diagnosis of philatelic disease.

To be Continued