



THE PHILATELIC FREEMASON

Journal of the
MASONIC STUDY UNIT



Editor
Robert A. Domingue
59 Greenwood Road
Andover, Mass. 01810

VOL. 40, NO. 4

November-December 2015

Whole No. 230

ANOTHER PURE MASONIC ISSUE

Another Pure Masonic issue has appeared in the offerings of eBay – this time it is one from Uruguay. It commemorates the 25th anniversary of the “Gran Oriente de Uruguay”. As announced by the Masonic Philatelic Club (of Great Britain) in their latest magazine, it was released in August 2015. That announcement also showed a cover posted on the first day of issue of this latest addition to our growing list of Masonic stamps.



MORE INFORMATION ON BRO. MARTIN NADAUD

As a follow-up to the front page article in the latest issue of The Philatelic Freemason, Bro. Jean-marie Sauvaitre has let us know that Bro. Nadaud was initiated in Angleterre (England) in 1852 and in 1875 was a member of the Lodge “Les Amis Bienfaisants” in Paris. Thank you for the update, Bro. Sauvaitre.

*****g

COMMENTS FROM A FORMER PRESIDENT OF THE MSU/ATA

Recently, Bro. Norman Lincoln sent in a copy of the original article he wrote about Bro. Jimmie Rodgers for publication in the “Knight Templar” magazine of May 1983. It was this article which triggered the “discrepancy investigation” regarding Bro. Jimmie Rodgers’ Masonic history that was resolved and documented by Bro. Pierre Normand which was summarized in the recent July-August issue of our newsletter. Bro. Lincoln has resigned as the Secretary of the Ohio Lodge of Research but still remains active in his local Masonic bodies and Masonic Philately. He makes the suggestion that our journal title should be changed to “The International Philatelic Freemason” as almost every new issue of Masonic significance is from a foreign country. That feeling is borne out by the fact that in the two recent Linn’s new issue magazines document only one pair of stamps of any Masonic significance – a pair of stamps issued by Uruguay honoring Bro. General Jose Gervasio Artigas.

MEMBERSHIP INFORMATION

NEW MEMBERS:

191. Raymond Sorber, P.O. Box 52227, Philadelphia, PA – a member of Shekinah-Fernwood No. 246

ADDRESS CHANGES:

466. Yvonne Powell, now P.O. Box 471, Valley Stream, NY 11580

CLOSED ALBUMS:

65. L. L. Lee, Jr., late of Durham, NC

127. Zoltan Szollosy, late of Hew Gardens, NY

Bro. Jean Prouteau of La Rochelle, France has sent in a postal card honoring the return of the Frigate “Hermione” to Rochefort where she was built. Previous issues have cited some of the ports of call made by this ship which is a replica of the one which carried Bro. Lafayette to join the American forces in their fight for Independence. Bro. Prouteau also created two personal issue stamps to compliment the special cancel used on August 29, 2015. Thank you Bro. Jean for sharing.



MASONIC STUDY UNIT OF THE AMERICAN TOPICAL ASSOCIATION

President

E. E. “Gene” Fricks
25 Murray Way
Blackwood, NJ08012
genefricks@comcast.net

Editor & Secretary-Treasurer

Robert A. Domingue, BF
59 Greenwood Rd.
Andover, MA01810
radpm67@gmail.com

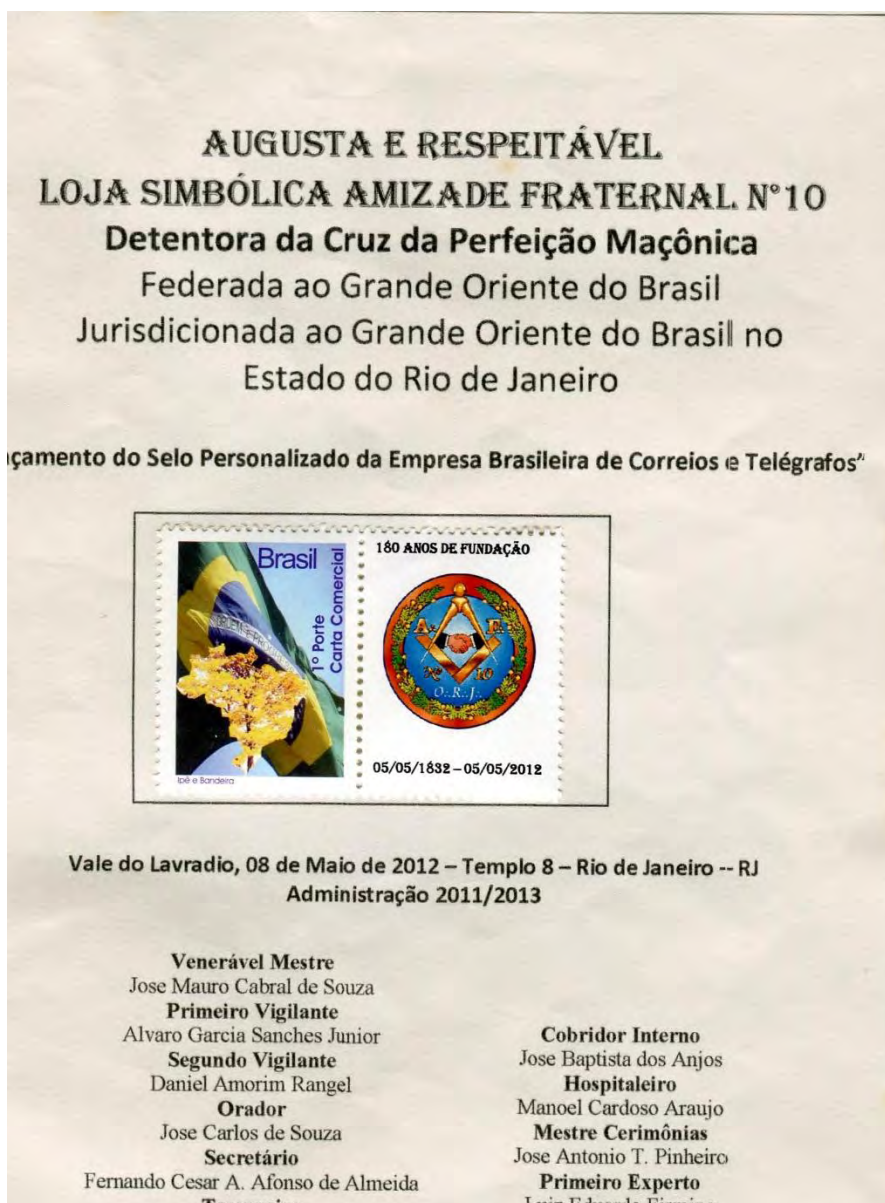
MASONIC STAMPS AND COVERS FROM BRAZIL

Our members from Brazil are quite active in generating personal issue stamps and Masonic cacheted covers. Three of them have sent in copies of their works which are shown here.

The first is a sheetlet of stamps from Bro. Antonio G. de Paiva commemorating the 120th anniversary of his Lodge, Loja Maçônica Charitas 11, São João del Rei, MG. He can be reached at R. Getulio Vargas, 130 , Sao Joao del Rei, M.G., Brazil or agpaiva@mgconecta.com.br for more information.



Next in line comes Bro. Dr. Renato Mauro Schramm, President of the Clube Filatélico Maçônico do Brasil. The stamp shown below was prepared for the Masonic Lodge Samuel Fonseca 79 of Florianopolis and copies can be obtained from Alcides Andujar (see Facebook Florianopolis or the P.O. Mailbox 3085, 88010-970, Florianopolis, SC, Brazil. The sheetlet/stamp was issued for the Masonic Lodge No. 10, Fraternal Friendship of Rio de Janeiro. That contact point is Jose Mauro Cabral, Rua Luis Guimaraes, 268 – home, 25020-266, Duque de Caxias, RJ, Brazil.



The third submittal was received from Bro. Jorge Paulo Krieger Filho, Caixa Postal 212, 88353-970 Brusque, SC, Brasil. A sheetlet of stamps was submitted as well as two commemorative Masonic cacheted covers for the Masonic Lodge Brusque Deutsche Loge #59.



20 anos de fundação - 19 de agosto 1995 - 2015
ARLS "Brusque Deutsche Loge" Nº 59
Rito Schröder - Brusque - Santa Catarina

AUTOMOBILE RELATED MASONS

Recently Bro. Dwight Seals has been running a series of his “Masonic Did U Know” emails of various Masons who have been involved in the automobile industry. Many or most of these Brothers can be considered as part of a Masonic Philatelic collection as there are several stamps issued throughout the world specifically honoring noted designers and manufacturers. With Bro. Seal’s permission, excerpts of those articles are presented here.

Walter P. Chrysler (1875-1940) was a descendant of Tuenis Van Dolsen, the first male child born in Manhattan, New York. He started as a machinist’s apprentice on the railroad and in 1910 was assistant manager of the Pittsburgh works of the American Locomotive Co.; he became manager in 1911. From 1912-16 he was works manager of Buick Motor Co. and president and general manager from 1916-19. He then served as vice-president in charge of operations of General Motors Co. from 1919 to 1920 and executive vice-president of Willys-Overland Co. from 1920 to 1922. He later served as chairman of the board of Chrysler Corporation. Bro. Chrysler was initiated June 2, 1899, passed June 15, 1900, and raised September 7, 1900 in Apollo Lodge No. 297 at Ellis, Kansas. On December 6, 1918 he demitted from that Lodge and affiliated as a charter member of Fellowship Lodge No. 490 in Flint, Michigan. He received the 32nd Degree and was a Shriner. His Chrysler cars have been pictured on stamps issued by Australia in 1997, Chad in 1983, New Zealand in 1972, and Senegal in 1999, US Sc 4357.

André-Gustave Citroën (1878-1935) graduated from the Ecole Polytechnique in 1900. While visiting Poland in 1900 he saw a carpenter working on a set of gears with a fish-bone structure and bought the patent for very little money – that led to his invention of double helical gears. In 1906 he was installed as a director for the automotive Mors (automobile) company. Following the war, in 1919, he founded the Citroën automobile company and led it to be the fourth-largest automobile manufacturer in the world by 1930, mass-producing a small car introducing Henry Ford’s methods to the European automobile industry. Following a bankruptcy in 1934, the firm was taken over by Michelin, the tire provider, and Citroën died the following year. The plant continued to operate until the 1970s. Bro. Citroën was initiated in the Lodge “Le Philosophie Positive” of the Grand Orient of France on June 20, 1904. A Citroën car is pictured on stamps issued by the Central African Republic in 1989 and Sierre Leone in 2001.

Powel Crosley, Jr. (1886-1961) was an American inventor, industrialist, and entrepreneur. He and his brother, Lewis, were responsible for many “firsts” in consumer products and broadcasting. He was the builder of the Crosley automobiles and owned the Cincinnati Reds major league baseball team for many years.; Crosley Field, the stadium in Cincinnati, was named for him. A few of his more noteworthy accomplishments include: the second car radio (Motorola was first), first push-button radio, first non-electric refrigerator, first refrigerator with shelves in the door, most powerful commercial radio station (WLW), first lights on a major league baseball field, and first American car to have disc brakes. Bro. Crosley was a member of College Hill Lodge No. 641, Cincinnati, Ohio and one of his cars is pictured on a stamp issued by Grenada in 1988.

Henry Ford (1863-1947) was a well-known automobile manufacturer whose inventive genius helped change the methods of transportation of the world. Early in life he learned the machinist’s trade and was chief engineer for Edison Illuminating Co. In 1903 he organized the Ford Motor Co. and built it into the largest automobile company in the world. Bro. Ford was raised in Palestine Lodge No. 357, Detroit, Michigan on November 28, 1894. He and his cars have been honored on several stamps issued around the world led by the U.S. releases of 1968 and 1998.

August Charles Fruehauf (1867-1930) went, as a 14 year old Michigan farm boy, to seek his fortune in “the big city” and by 1903 opened his own blacksmith shop. His reputation as a horseshoer and carriage builder was well established by 1911 and his ability to design, create, supervise, and sell proved highly instrumental in the later success of the Fruehauf Trailer Company Corporation. In 1914 he built a two-wheeler that hooked to the rear of a Model-T frame to carry a boat to a vacation spot – it was called a semi-trailer. He then built a stronger semi-trailer with a platform to be used in the lumber yard of his trailer customer which caught on slowly and his trailer corporation was incorporated in 1918. He introduced the manual coupler as well as the jacks acting as front supports. His factory in Detroit was completed in 1920 and his improvements to the designs advanced considerably. Bro. Fruehauf has been identified as having been a Freemason and a Knight Templar but the details of his membership have not yet been determined. There are several stamps issued which picture semi-trailers.

Charles W. Nash (1864-1948) was the founder and president of the Nash Motors Co. (now American Motors). Starting life as a farmer he entered the employ of the Flint Road Cart Co. in 1894 as a trimmer, advancing to the position of superintendent and vice-president and then as general superintendent of its successor, the Durant-Dort-Carriage Co. He became president and manager of the Buick Motor Car Co. in 1910 and president of General Motors Co. from 1912 to 1916 when he organized the Nash Motors Co. serving as president to 1932 and then as chairman of the board from 1932. In 1937 the name was changed to Nash-Kelvinator Corp. Bro. Nash was a member of Flint Lodge No. 23, Flint, Michigan, receiving his degrees on March 15, 1898, February 23 and March 14, 1899; he became a life member on December 5, 1939. US Sc ____ [2014]

Frederick L. Maytag I (1857-1937) formed the Maytag-Mason Motor Company of Waterloo, Iowa by purchasing the Mason Automobile Company of Des Moines in 1909. That company had been created by Fred and August Duesenberg and a lawyer, E.R. Mason, which had been producing an automobile called the Mason. Mr. Maytag renamed it the Maytag and started producing them in 1910. He also produced a toy roadster that was powered by a Maytag one-cylinder Multi-Motor washing machine motor. He soon sold his interest in the company and the name reverted to the Mason Motor Co. which went bankrupt in 1915 and was out of business in 1917. Frederick L. Maytag I was better known for his development of the Maytag washing machine company. Bro. Maytag was raised in Newton Lodge No. 59, Newton, Iowa on September 13, 1887. I have not yet found a stamp picturing a Maytag car or a Maytag washing machine.

Ransom Eli Olds (1864-1950) was a pioneer of the American automotive industry for whom both the Oldsmobile and REO brands were named. In 1886 he built the first 3-wheeled horseless carriage and a practical 4-wheeled vehicle in 1893. He claimed to have built his first steam car as early as 1894 and his first gasoline-powered car in 1896. The modern assembly line and its basic concept is credited to Olds who used it to build the first mass-produced automobile – the Oldsmobile Curved Dash, beginning in 1901. He was president of the REO Motor Car Co. from 1904 to 1924 and chairman of the board from 1924 to 1926. Bro. Olds was initiated January 20, 1897, passed May 13, 1908, and raised May 20, 1908 in Capitol Lodge No. 66, Lansing, Michigan. He was a member of the Lansing York Rite bodies and received the 32nd AASR (NJ) in DeWitt Clinton Consistory, Grand Rapids, Michigan in May 1913 and was crowned 33rd degree on September 15, 1925. An Oldsmobile is pictured on a stamp issued by The Maldives in 1985.

Studebaker Brothers Three of the Studebaker brothers, engaged in supplying wagons for the Union Army in the Civil War founded the Studebaker Brothers Manufacturing Company – Clem as President, Peter as Secretary, and John M. as Treasurer. They had been manufacturing wagons in South Bend,

Indiana, for westward migration, farming, and general transportation as well as for the military. Their factory had a spur line to the Lake Shore railroad and, with the Union Pacific Railroad finished, most wagons were dispatched by rail and steamship. In 1895, John M.'s son-in-law Fred Fish urged for development of 'a practical horseless carriage'. Upon Peter's death, Fish became chairman of the executive committee in 1897 and the firm had an enineer working on a motor vehicle. At first they opted for electric (battery-powered) over gasoline propulsion. While manufacturing its own Studebaker Electric veicles from 1902 to 1911, the company entered into body-manufacturing and distribution agreements with two makers of gasoline-powered vehicles – Garford of Elyria, Ohio and the Everett-Metzger-Flanders (E-M-F) Company of Detroit and Walkerville, Ontario, Canada. Studebaker began making gasoline-engined cars in partnership with Garford in 1904. There does not appear to be any readily available information regarding any Masonic membership there but there is a brass plaque in the South Bend Masonic Temple citing the Studebaker name among those who were major donors. US Sc 4354.

Harry C. Stutz (1876-1930) grew up caring for and repairing agricultural machinery on the family farm. Automobiles and engines fascinated him so he began with a machine shop in Dayton, Ohio in 1897. He built his first car in 1897 and then a second auto using a gasoline engine of his own design and manufacture. In 1905 he designed a car for the American Motor Co.. He soon left the new company and founded the Ideal Motor Car Co., an enterprise that he later renamed Stutz Motor Company. He was also instrumental in creating the Stutz Fire Engine Company as well as the H.C.S. Motor Care Company, Stutz Auto Parts Co., the Ideal Motor Car Co. and in 1929 formed the Stutz-Bellanca Airplane Company. Bro. Stutz was a member of Ancient Landmarks Lodge No. 319, Indianapolis, Indiana receiving his dehgrees on September 14, September 28, and October 12, 1908. His automobiles are pictured on stamps released by The Maldives in 1983 and Mongolia in 1986.

Preston Tucker (1903-1956) was an auomobile designer-entrepreneur and founder of the Tucker Car Corporation in 1944. In 1948 he introduced the Tucker sedan with many innovative features that have since become widely used in modern cars. Only 51 cars were made before the company folded on March 3, 1949. He was inducted into the Automobile Hall of Fame in 1999. The details of Bro. Tucker's Masonic membership have not yet been determined but his headstone in Michigan Memorial Park, Flat Rock, Wayne County, Michigan bears the Masonic Square and Compasses and the Shriner's emblem. A stamp picturing his Tucker car has not yet been located.

John N. Willys (1873-1935) began a bicycle business in 1890 prior to moving to Elmira where he organized the Elmira Arms Co. and began selling automobiles on an extensive scale. He purchased the Indianapolis plant of the Overland Automobile Co. in 1907 and the the Toledo plant of the Pope Toledo Co. He was later chairman of the board and co-receiver of the Willys-Overland Co. and Willys-Marrow Co., Elmira. He also served a U.S. Ambassador to Poland. Bro. Willys was a member of Barton Smith Lodge No. 613, Toledo, Ohio affiliating with them in 1912 on a demit from Union Lodge No. 95, New York. Again, no stamps have been found relating to Bro. Willys or his vehicles but a Masonic cacheded cover featuring him has been generated.

Alexander Winton (1860-1932) was a Scottish-American pioneer automobile designer, manufacturer, and racer. After serving an apprenticeship in Clyde shipyards, he moved to the U.S. in 1880, worked in iron mills and as a steamship engineer. He then became a bicycle manufacturer in Cleveland, Ohio in 1890 founding the Winton Bicycle Co. the following year. He built a gasoline-powered car in 1896 and in 1897 founded the Winton Motor Carriage Company. His cars were custom made and was most noted for

thousands of "Winston Sixes" on the road. In March 1898 he made the first sale of a regularly produced American automobile and for some years remained one of the leading U.S. automobile manufacturers. He

built four- and six-cylinder engines and was the first in the U.S. to build a straight eight-cylinder engine. In 1912 he founded the Winton Gas Engine Company, now part of General Motors, to do experimental work on diesel engines. Bro. Winton was a member of Lakewood Lodge No. 601, Lakewood, Ohio receiving degrees on October 15, November 19, 1917 and January 19, 1918. US Sc 3022.

SUMMARY: These above cited profiles still allow for some further research that could be performed to complete the story – both Masonic membership details or applicable stamps. You are all invited to participate in that search to help tie up the loose ends. Thank you.

TITO SCHIPA

Born Raffaele Attilio Amedeo Schipa in Lecce, Italy on December 27, 1888, he was pictured on stamps issued by Sao Tome et Principe in 2005. He was initiated on July 18, 1919 in the Lodge “Espartana” No. 300 in Buenos Aires, Argentina. He was raised in that Lodge on September 30, 1919. Apparently, that Lodge no longer exists as it is not listed in the current “List of Lodges”.



Tito Schipa studied in Milan and made his operatic debut at the age of in 1910 at Vercelli. He subsequently appeared throughout Italy and Buenos Aires, Argentina. In 1917 he created the role of Ruggiero in Puccini's *La rondine*. In 1919 he travelled to the United States joining the Chicago Opera Company. He remained with that Company until 1932 whereupon he appeared at the New York Metropolitan Opera from 1932 to 1935 and then again in 1941. He also sang at the San Francisco Opera beginning in 1924. From 1929 to 1949 he performed regularly in Italy, including at La Scala, Milan, and the Rome Opera. He returned to Buenos Aires to sing in 1954 and in 1957 he toured the Soviet Union. He was also a Conductor and his artistry is preserved on film. Although he undertook concert engagements until 1962, he retired from the operatic stage in 1958 to teach voice – firstly in Budapest. He died from diabetes on December 16, 1965 in New York City while teaching there.

- With many thanks to Bros. Henk Godthelp and Emiel of De Getand Rand.

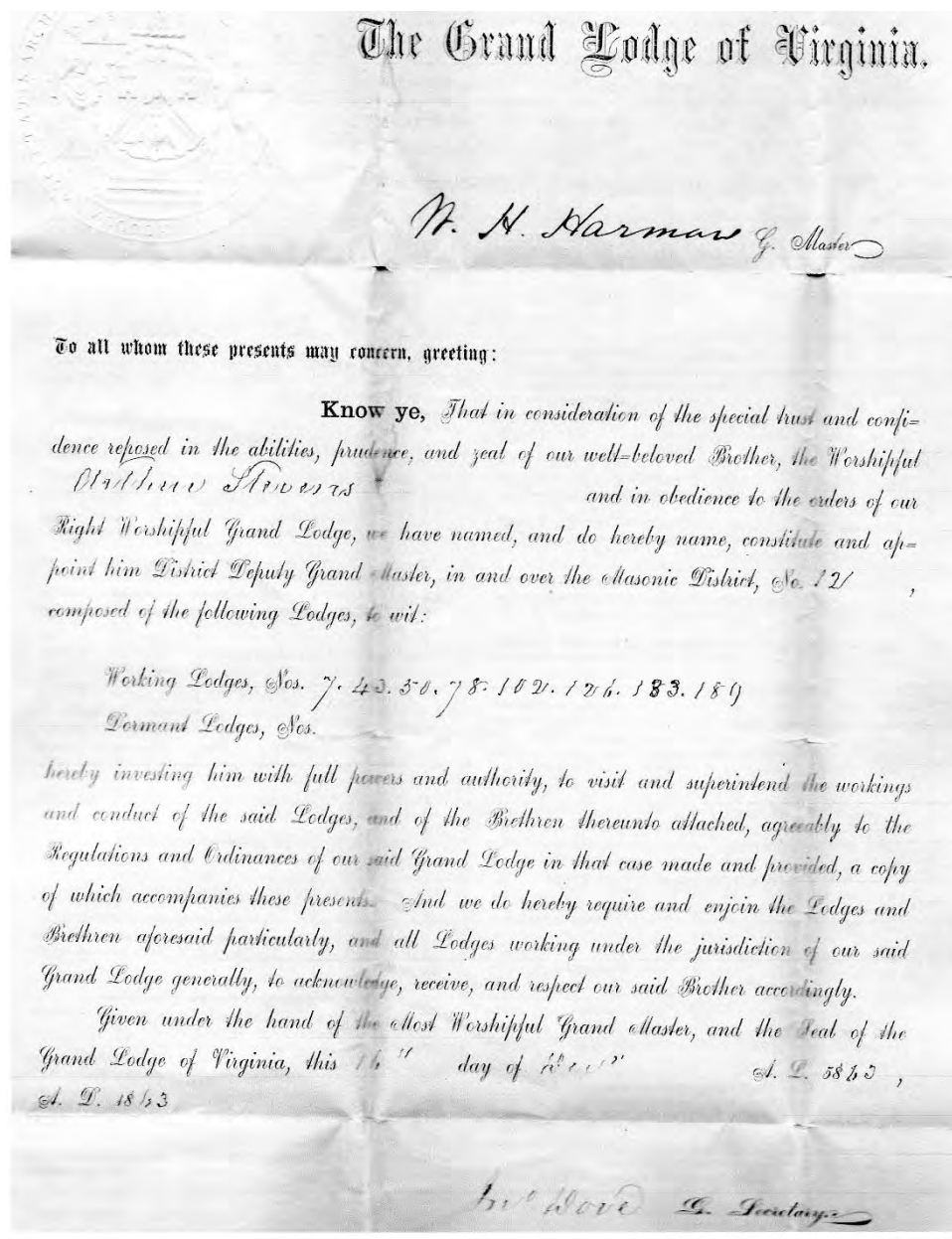
MASONIC TRIVIA

When the great Obelisk of Alexandria (Cleopatra's Needle) was moved to New York in 1880, there were undiscovered certain emblems on the original foundation and pedestal. One is clearly a square, causing some to conclude that Masonry existed in ancient Egypt. That issue is still open to debate.

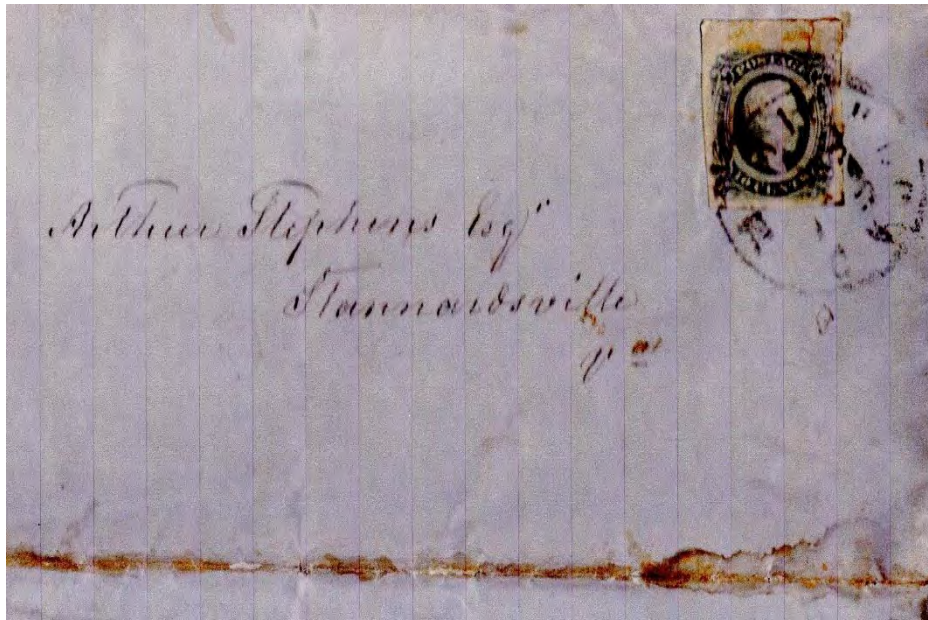
INTERESTING MASONIC PHILATELIC ITEMS

Bro. Leonard Heffner has forwarded some very interesting philatelic items from the 19th century which are very noteworthy Masonic items.

The first is a copy of a very rare Notice from the Grand Lodge of Virginia that was folded into a cover and mailed from Richmond, Virginia with a Confederate States of America (CSA) stamp. Anything Masonic from this Confederate period is extremely scarce, more so a Grand Lodge document with the official seal in the upper left corner. As was known in those days, any Masonic notices sent to members were supposed to be read and then destroyed by the recipient and not allowed to be read by any family members. Any letter, notice, or cover surviving that era is a miracle.

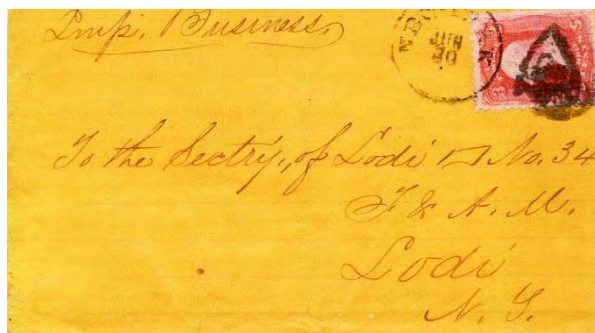


Grand Lodge of Virginia Notice – 1860s



Folded Letter Face used to Mail the Grand Lodge of Virginia Notice

Bro. Heffner also forwarded scans of some Masonic address covers which were used in the nineteenth century. A couple of them were cancelled by hand stamps of the day which could be considered of a Masonic design.



Masonic Addressed Covers of the Nineteenth Century

Thirdly, Bro. Heffner was able to locate a cover and Grand Lodge notice which utilized a “rectangle” in lieu of the word “Lodge”. Apparently this symbolic usage was in vogue during that era.



Office Grand Secretary

Grand ☐ of Iowa,

Muscatine, May 25th, 1859.

M. M.

Lodge, No.

SIR AND BROTHER:

I have delayed this circular to a late hour, in order to hear from the Railroads in response to my application for half fare to the delegates coming to the Grand ☐ over their routes, but have as yet received no official answer.

The delegates to the Grand Chapter were returned from Davenport at the last convocation free, and I am assured by the Conductor, Bro. Jones, that the representatives to the Grand ☐ paying full fare to, will be now returned from Davenport free, over the M. & M. Railroad, to Washington and Iowa City. With Hon. E. Cook, of Davenport, President of the Packet Company from Keokuk to Dubuque, I have arranged "that the delegates who pay full fare to Davenport from Keokuk and Dubuque are to return by their boats *free*;" to secure which delegates will make known their character when they pay, and return tickets will be given them.

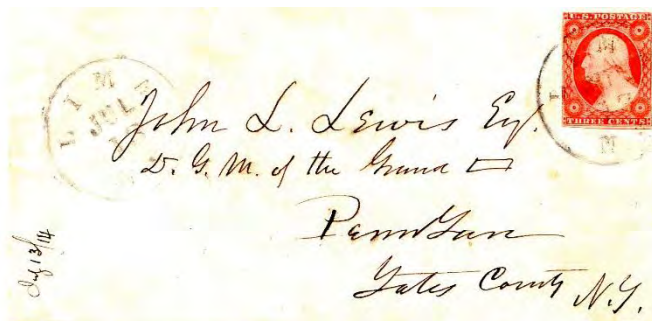
With Col. Bro. Porter, of Iowa City, I have effected the same arrangement for those who come over the route of the Western Stage Company.

I have some time since issued to each ☐ the blank for their Returns, and now call your attention to the tables on pages 509, 510, 2nd volume of reprint, that you may add to this year's dues the amount still due from last year. The bound volumes of Grand ☐ Proceedings will be distributed this session. Come prepared to carry eight volumes home.

Fraternally,

T. S. PARVIN,

Grand Secretary.



Letter and Cover utilizing a rectangle symbol in lieu of "Lodge"