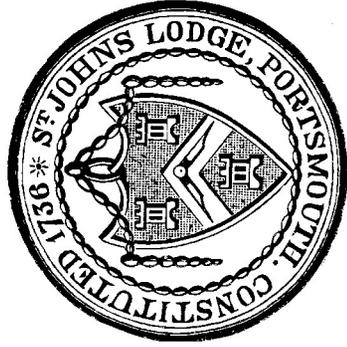
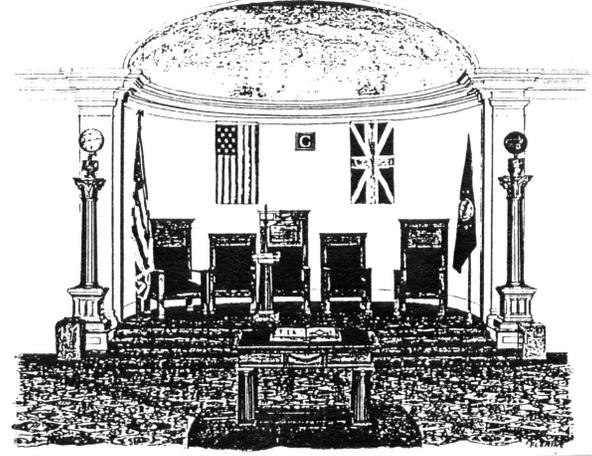


St. John's Lodge, No. 1, F&AM
351 Middle St
Portsmouth, NH 03801



Stamp

August 2022



August 2022 Trestle Board

St. John's Lodge No. 1
Portsmouth, NH

2022 Scholarship Recipients



Julia Eiffe



Charles Melvin



Patrio "Rio" Marcus



Jack Haslam

St. John's Lodge awarded five scholarships of \$1,000 each for 2022. Four of the five candidates attended the Stated Communication and were presented with their checks after dinner. Each of them gave us a little information about themselves, their families and their educational pursuits. A fifth recipient, Luc Gagnon, was not able to attend. His check will be mailed to him.



On a continued positive note, **St. John's Lodge** hosted the three young women that helped Howard clean the graffiti off the building a few months ago. Brianna Frank, Meaghan Riccio and Mia MacDonald joined us for dinner and later were awarded community service awards of \$100 each.



St. John's Lodge acquired the traveling gavel from St. Andrew's Lodge during the Grand Lodge visitation, hosted by St. Andrew's. St. John's Lodge was well represented with 14 brothers



St. John's Lodge was also well represented at Star in the East Lodge as they conducted the Fellow Craft degree for our candidate, David Scamman. 12 brothers attended the degree. Thank you to Worshipful Bruce Hussey and the officers of Star in the East No. 59 for a great degree.

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was Raised a Master Mason on October 5, 1938 in St. John's Lodge, No. 1 in Portsmouth.

Three years after the death of her husband, Frieda re-married to a good man named Benjamin Franklin Peek of Rye, New Hampshire. You may recall the article in the January 2020 Tresleboard in which we talked about the Peek family of Rye, including Brother Benjamin who was Raised in our Lodge in 1919. In 1954, after marrying Frieda, Benjamin moved in with her on Whipple Road in Kittery. He died on January 29, 1977 after a brief illness; he was 81 years old. He is buried in the Rye Central Cemetery with his mother and father. Frieda died a few months later on April 13, 1977. She is buried with her husband Charles at Orchard Grove Cemetery in Kittery.

One more interesting piece of information – Brother Charles and Frieda's son Charles William Elliot attended Phillips Exeter Academy and graduated from Traip Academy in Kittery in 1946. He graduated from the U.S. Military Academy at West Point in 1950 and served with distinction as a U.S. Army officer in Korea. On June 2, 1951, at the age of 23 years, he was seriously wounded while leading a rifle platoon in action on the East Central Korean front. For his heroic achievement in combat against the enemy, he was awarded the Bronze Star Medal. On November 21, 1968, LT COL Charles William Elliot, USA died in a plane crash in Barrow, Alaska; he was 40 years old. He is buried in Pacific Grove, California. Like his father and step-father, Charles William Elliot was a good man; unfortunately, he didn't have the time quite yet to become a member of a lodge of Freemasons, although he would have made a really good one. We remember him today along with his father Charles who died 71 years ago this month.

**Alan M. Robinson, PM
Historian**



Our newest Entered Apprentice, Wiskender Prophete. Wis received his first degree July 20th.

August 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Stated Communication

Wednesday, August 3, 2022

Presentation of the 2023 Budget for St. John's Lodge

(4:45—SJMA Meeting)

(Dinner 6:00, Meeting 7:00)

Dinner—Chicken Cordon Bleu

Officer dress—White Tie and Tails

Collation to follow

Special Communication

Master Mason Degree

Wednesday, August 10, 2022

(Dinner 6:00PM, Open 7:00PM)

Dinner—Steak tips

Officer dress—White tie and tails

Special Communication

Veteran's Program

Saturday, August 20, 2022

(Lunch 12:00PM, Program 12:45PM)

Lunch—BBQ chicken, potato and pasta salad

Officer dress—Business Suit

**Contact
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**Thomas W. Haslam, PM
Secretary**
stjohnstom@comcast.net
603-498-7205

St. John's Lodge

Historical Sketch

Charles Elliot

Fairbanks & Co. began in 1823 when inventor Thaddeus Fairbanks opened an ironworks in St. Johnsbury, Vermont. The company made cast iron plows, heating stoves and scales. Fairbanks was the leading manufacturer in the United States and the best-known company in the world until Henry Ford and the Ford Corporation assumed the title in the 1920s.

In the late 1800s, Leonard Wheeler designed a windmill for pumping water. Half a million of his Eclipse windmills were located on farms all across the country. Charles H. Morse, an employee of Fairbanks & Co. who had recently opened a Fairbanks office in Chicago, brought Mr. Wheeler and his Eclipse Windmill product line into the business. So successful was this acquisition that Mr. Morse was invited to become a partner in the firm which was renamed Fairbanks Morse & Co.

In the early 1900s, Fairbanks Morse had another good idea – to manufacture and sell gasoline powered engines to serve as backup power supplies for when there wasn't enough wind to operate the Eclipse windmill water pumps. Not surprisingly, the Fairbanks Morse gas engine became very popular with farmers.

At the same time that Fairbanks Morse gas engines were being sold, Rudolf Christian Karl Diesel, a German inventor and mechanical engineer, invented the diesel engine. When his American license to the technology expired in 1912, Fairbanks Morse entered the large diesel engine business. In the 1930s, Fairbanks Morse flourished with its new product line, especially with the development of the diesel locomotive and seagoing diesel engines.

Starting in 1939, Fairbanks Morse made large diesel engines used as main engines in submarines and delivered them in large numbers to the Navy. The Navy has had Fairbanks Morse diesel engines in operation on its submarines continuously since then. Today, Fairbanks Morse diesel engines continue to be used on nuclear powered submarines primarily as a source of backup power.

Diesel engines require highly trained specialists to install and maintain them; and diesel mechanics, especially in the Navy, are highly sought after for their unique skills. If its diesel engine is not working properly, a submarine will not go to sea until the experts from Fairbanks Morse are called in and the engine is fixed. The resident expert from Fairbanks Morse at the Portsmouth Navy Yard for several years was Charles Elliot.

Charles Elliot was born in West Hartlepool, Durham, England, on February 23, 1886, one of eight children of Charles William and Jemima Margaret "Maggie" (Christie) Elliot. He attended a technical school in England and graduated with a bachelor's degree in mechanical engineering.

On September 23, 1913, at the age of 27 years, Charles left Liverpool, England,

on SS Cymric, a steamship passenger liner of the White Star Line, and arrived in Boston on October 2. Incidentally, less than three years later on May 8, 1916, on her return trip from New York, SS Cymric was torpedoed three times and sunk about 150 miles from Ireland by the same German U-boat which had sunk RMS Lusitania the previous year.

Now in the America, Charles Elliot made his way to New York where he met and married Swiss nationalist, Julia Meier, in Manhattan on November 25, 1916. The couple moved to Chicago where they both became naturalized U.S. citizens and Charles worked for the Fairbanks Morse company. Around 1925, their marriage ended in divorce and Julia moved back to New York.

In 1926, Charles moved to Beloit, Wisconsin, a short two hour drive from Chicago, where he met Frieda Caroline (Steinau) Reiche a native of Neumunster, Germany, and her young daughter, Hilda Frieda Reiche. Charles and Frieda quickly fell in love and soon after welcomed a son, Charles William Elliot, on December 19, 1927. On May 4, 1928, the happy couple became husband and wife in Indiana, and the following year, Frieda became a naturalized U.S. citizen. In 1929, Charles and Frieda and their children, that now included a daughter Margaret, moved first to Los Angeles and then to San Pedro, California, where they resided for the next five years and Charles worked for Fairbanks Morse. They returned to live in Beloit in 1936 and Charles began traveling to the Portsmouth Navy Yard, again, as a representative of Fairbanks Morse.

Since Charles' visits to the Portsmouth Navy Yard were frequent and his stays in the seacoast were generally for weeks at a time, Fairbanks Morse decided to move him and his family to the seacoast. On April 1, 1940, the Elliot's relocated to Kittery, Maine, where they lived at 178 Whipple Road. Charles was assigned as the company's local technical representative, a position he held for the remainder of his career.

Charles was highly respected and provided expert technical support to the Navy Yard for 11 years until August 25, 1951 when he was suddenly taken ill. He was rushed to the Portsmouth Hospital and sadly, died there of a cerebral hemorrhage brought on by hypertensive vascular disease; he was 65 years old. He was buried at Orchard Grove Cemetery in Kittery. He was survived by his wife Frieda; their son, LT Charles W. Elliot, USA; their daughter, Margaret, and his stepdaughter, Hilda; as well as several sisters living in England.

Charles' brief obituary ran in the Portsmouth Herald on August 27, 1951 and referenced the three most important things in his life – his family; his work with Fairbanks Morse; and St. John's Lodge, No. 1 in Portsmouth. Brother Charles' Masonic journey started when he was admitted to the Degree of Entered Apprentice on February 20, 1920 in Mount Lebanon Lodge, No. 73 in London, England. 18 years later, he continued his Masonic journey and

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