

(b) The union flag, displaying the national crosses together, arose from the union of the crowns of England and Scotland; King James issued a royal ordinance on 12 April, 1605, dealing with it. In Cromwell's time its use, as with the form, colour and use of other flags, was ordered by the council of state appointed by authority of parliament—that is privy council. The privy council of Queen Anne also dealt with it. The union jack as we have it today was authorized by royal proclamation of January 1, 1801, issued by King George the Third "by and with the advice of our privy council".

It is also the national device of Britain, and therefore, forms the base or basis of over 100 different authorized and official British national flags. The difference usually takes the form of a shield of arms, or a badge placed centrally on the union, or in the fly of the three ensigns, the white, the blue and the red. That is the recognized seniority—the union jack with central device is for representatives of the Crown; the white ensign is almost exclusively naval, the flag of His Majesty's ships; the blue ensign, with device in the fly is flown by government vessels of many British dominions, colonies, dependencies and yacht clubs.

You will have noted that both France and Britain and other nations too, use different flags for different purposes, all of which might be described as national, authorized, and official.

(c) One of the British flags demanding your attention will be the red ensign. Dating from 1688, it has flown longer and served more varied purposes than any other flag. It is familiar to millions in all parts and ports of the globe and it has many meanings. According to the Merchant Shipping Act of 1894, Section 72 it is "the proper national colours for all ships and boats belonging to any British subject." With a distinguishing shield or circle or disc bearing a badge in the centre of the fly, it is the flag of the mercantile marine of Canada, Australia, New Zealand and South Africa; it is also flown from merchantmen registered in Newfoundland, the Native States of India, Cyprus, Somaliland, Western Samoa, Palestine, British North Borneo, and Tanganyika Territory. Ships of the British North Borneo Company may fly it, and vessels of British yacht clubs and the Hudson's Bay Company—all with the appropriate badge in the fly for difference.

(d) The red ensign with the shield of Canada in the fly was authorized in 1869 for use of Canadian ships other than naval or government vessels. For lack of any other suitable flag, it has been flown from the parliament buildings and other government buildings in Canada; it has also in recent years been flown to indicate the presence of the prime minister at international conferences. It is at present officially authorized by privy council order to be flown

(a) On Canadian government buildings outside Canada, this includes embassies and consulates.

(b) By the special commissioner for defense projects in northwest Canada.

(c) By informations and units of the Canadian armed forces when serving with forces of other nations.

It may be of some value to note that the history of the Canadian flag from the Treaty of Paris in 1763 to the present day is as follows:

A. 1763-1801—the flag of Great Britain (England and Scotland) was used officially and for all purposes.

B. 1801-1911—the union jack was assumed to be and, with certain minor and generally unofficial exceptions, was used as the official flag of Canada.