

*Canadian Flag*

had the Leinster regiment, the Royal Canadians, and also the native sons. It is natural that since these emblems had become popular over a long period of time they should at last become incorporated in formal grants of arms.

There are some who complain that this business of a new flag is a concession to the French. But the French are part of us. They are part of Canada—part of our family. In my household we have a lot of little people. In a family, every member is loved whether they are big or small, or young or old, and the interest and the anxieties of each member are important. The distress of one, as I see it—and I am trying to speak in the British sense—is the distress of all. Arthur Miller puts it this way. He says: "There are no unimportant tears". I do not think it is a concession to do what is just and what is kind. It is only by caring for one another and being joined together and being firmly rooted in this rich Canadian soil that our maple leaf family can survive.

**Some hon. Members:** Hear, hear.

**Mr. Matheson:** The red ensign, which is referred to as the red duster, is the most common flag in the world. I referred a moment ago to the article appearing in the *Canadian Almanac*. It would interest hon. members to know that as recently as 1962 Her Majesty's stationery office in England published a broadsheet called "Flags of the Commonwealth". As hon. gentlemen know, in the hierarchy of British flags there is an established precedence. There is the sovereign's standard—her own banner which flies over her residence; in England it would be Buckingham palace or Windsor castle or wherever she might be. Then there is the union flag. Then there is the white ensign of the royal navy. Then there is the blue ensign. Then there is the red peter or red duster, which is for the merchant service. What actually happened was this: in early colonial days on February 2, 1892 by admiralty warrant authority was reluctantly given for a defacement—that is the technical term; I am not being rude—of the red ensign to be used on board vessels registered in the dominion, and there soon followed provision for other colonial representation. As hon. members know, Australia and New Zealand have national flags each of which was adopted in 1901, one year before the peace which brought an end to the South African war. At the present time the commonwealth countries which are authorized to fly the blue peter

charged with the badge of their territory as their national flag include Aden Colony, Antigua, Barbados Bahamas, Bermuda, British Guiana, British Honduras, British Solomon Islands, British Virgin Islands, Cayman Islands, Dominica, Falkland Islands, Federation of Rhodesia and Nyasaland, Fiji, Gambia, Gibraltar, Gilbert and Ellice Islands, Grenada, Hong Kong, Kenya, Mauritius, Montserrat, North Borneo, Northern Rhodesia, Nyasaland, St. Christopher-Nevis-Anguilla, St. Helena, St. Lucia, St. Vincent, Sarawak, Seychelles, Southern Rhodesia and Turks and Caicos Islands. This list is taken from the broadsheet to which I referred a few moments ago. Already, in 1964, it is somewhat out of date because changes are taking place fairly rapidly.

Today, the red ensign is, I say, the most common flag in the world. By the provisions of section 73 of the merchant shipping act of 1894, it is the sea flag for all ships and boats belonging to any British subject except Her Majesty. For her own ships, it would be blue; white, if belonging to the royal navy. As of 1961—and again I hesitate to be categorical, because the situation changes—some commonwealth merchant vessels including those of Canada, Australia, New Zealand, Cyprus, Somaliland, Western Samoa and Tanganyika territory, and of the British North Borneo Company, may, by admiralty warrant, fly the red ensign with the badge of the dominion, state, protectorate or trust territory in the fly, while all other colonial merchant vessels wear the red ensign free from any badge or distinctive mark. So if you come within hailing distance of the red duster and your telescope isn't working too well you should shout out the question asked of Jonah: "Whence comest thou? What is thy country and of what people art thou?"

I might add that various yacht clubs have permission to fly the red ensign defaced by the badges of their clubs, and, of course, this ensign is the house flag of a number of old British companies such as our Hudson's Bay Company, the one which comes first to mind. In addition to these British variations of the red ensign, there are approximately 48 other ensigns, jacks, national and state flags in the world which have red fields. About 18 of these have a device which occupies the upper left corner of the flag, while 16 others have a badge or device in the fly of the flag.

So, in a real sense, the red ensign is a sea flag which, however hard we may try, could not possibly be appropriated by ourselves, either by the order in council of 1945 or by