



## Life, Literature and Education.

### The Story of the Old Flag.

To-day, the 24th of May, flags are fluttering everywhere; yet ask the first one hundred people you meet to explain why our flag is as it is, and the chances are that ninety-nine cannot tell you. Ask the next one hundred to sketch out one, or describe one without looking at it, and prepare to be surprised if a single one out of the hundred can do it correctly.

Now, let us examine our Union Jack. If you have one at hand—either by itself or in the corner of an ensign—to which you can refer, all the better. You find it apparently composed of a blue ground, the chief central part occupied by a prominent red cross; beneath that, diagonally, two other crosses, "saltires," the under one of white, the other laid upon it of red. Moreover, you will find that this smaller red cross does not traverse the flag regularly throughout its length. In the first and third sections it occupies the lower part of the white cross, in the second and fourth the upper. Last of all, you will notice a border of white all about the colored portions.

Now, there must be some reason for all these seeming vagaries. What is it? Again, why is the flag called the "Union Jack"?

The last question we shall answer first, but to do so we must go very far back in the history of our island mother. In the dim long ago, in the age of chivalry and romance, as will be remembered, it was the custom of the soldiery, both knights and foot, to wear over their coats of mail a surcoat, emblazoned with the distinctive insignia of the overlord, nationality, etc. The Crusaders, for instance, wore a white-cross emblem thus, and, at a later date, the soldiery of England substituted for it the red cross of St. George. These surcoats were commonly known as Jacques, or Jacs.

When British seamen began to figure more largely upon the chessboard of Europe, the sailors of the Cinque Ports fell into the habit of raising one of these Jacs or "Jacks," on a lance, to show the nationality of those on board when troops were being conveyed by water; and it was from this custom that the single flag, bearing on it only the cross of St. George, or St. Andrew in Scotland, came to be known as a "Jack."

The English Jack, then, which was fixed on by Richard I., (or, as some claim, by Edward I.), was at first a simple white flag, bearing upon it the red cross of St. George. The Jack floated by the Scots, on the other hand, was a blue one, emblazoned with the saltire of St. Andrew. When James VI. of Scot-

land came to the throne as James I. of England, a "Union Flagge," bearing the united crosses of St. George and St. Andrew, was devised, to be used as an "additional flagge," along with the more distinctive banners. In this flag, or Jack of James, the blue ground of the Scotch Jack was retained, the white ground of the English ensign being evidenced only by a very narrow white line about the red St. George cross. In fact, as Cumberland says, "The union of the flags resulted in the Scotchman getting, as he usually does, a smart share of all that was going."

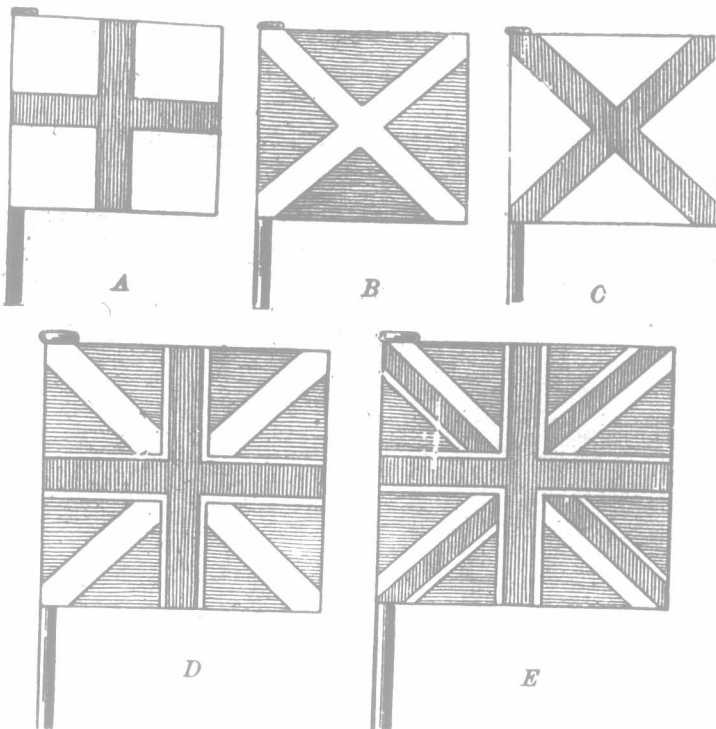
During the Commonwealth this "Union Jack" disappeared, and a new flag, designed with the crosses

White border to St. Patrick, one-sixth of red of St. George.

Broad white of St. Andrew, one-half of red of St. George.

In the heraldic interpretation of colors, it may be interesting to note, red signifies courage; white, purity; and blue, truth. The white border referred to is due to a rule in heraldry that color must not touch color, while the added breadth of the white border to the St. George Cross was given to permit of a larger proportion of the original white ground.

To touch upon all the ensigns (in each of which the Union Jack figures), would require a treatise. We have confined ourselves wholly to the Union Jack, wherever it floats the emblem of the British Constitution.



(A) Jack of England; (B) Jack of Scotland; (C) Cross of St. Patrick; (D) Jack of James; (E) Union Jack as at present.

of St. George and St. Andrew, and a harp to represent Ireland, was introduced; but, on the Restoration, the Jack of James came once more into evidence, and was floated along with the English Jack, or the Scotch Jack, as the case might be, until the reign of Anne, when, by a royal proclamation issued in 1707, "Our Jack" was declared the sole ensign.

In 1801, in the reign of Geo. III., when the Irish Parliament was united with the Union Parliament of England and Scotland, the red cross of St. Patrick was added, and the Union Jack became what it is to-day, the larger portion of the white cross of St. Andrew being left in the first and third sections, in acknowledgment of the fact that Scotland first entered the Union. In the instructions given for the manufacture of the flag, the measurements were designated with great care:

Red Cross of St. George, one-fifth of width of flag.

White border to St. George, one-third of red of St. George.

Red Cross of St. Patrick, one-third of red of St. George.

We regret having been obliged to touch upon the subject so cursorily, but shall be glad if we have helped to give added interest in regard to our national emblem, of which it has been well said: "Of all the national flags, there is none that bears upon its folds so interesting a story, nor has its history so plainly written on its parts and colorings, as has our British Union Jack."

### Unloved Children.

Absence of love in the home can never be atoned for with wealth or culture. The parents who simply supply their children with every luxury and give them a modern education, meantime withholding from them the best affection of the heart, and failing to teach by example kindness and consideration, are sowing a harvest that may be reaped in tears and bitterness. Better be the children of humble people where love and honesty and industry are taught by constant example, than the inheritors of wealth and affluence, which are linked with cold-heartedness and discord.—[Toronto News.

### The Cricket.

Little inmate, full of mirth,  
Chirping on my kitchen hearth,  
Wheresoe'er be thine abode,  
Always harbinger of good,  
Pay me for thy warm retreat,  
With a song more soft and sweet;  
In return thou shalt receive  
Such a strain as I can give.

Though in voice and shape they be  
Formed as if akin to thee,  
Thou surpassest, happier far,  
Happiest grasshoppers that are;  
Theirs is but a summer song,  
Thine endures the winter long,  
Unimpaired, and shrill, and clear,  
Melody throughout the year.

Neither night nor dawn of day  
Puts a period to thy play:  
Sing, then—and extend the span  
Far beyond the date of man;  
Wretched man whose years are spent  
In repining discontent,  
Lives not, aged though he be,  
Half a span, compared with thee.

—Cowper.

### Fix Your Eye on Hudson's Bay

Mr. Aubrey Fullerton's timely contribution in this issue, we hope, will re-awaken interest in the vast inland sea discovered so long ago by the British navigator, Henry Hudson. To Canadians, who ought to be more interested therein than any other people, it is but little more than a big spot on the map, and the mighty land surrounding the bay is yet an unknown quantity. But the page in our geographies will soon loom larger than it does to-day, and demand a more accurate study. Especially should the schools of Ontario and Quebec be taking it up. The boundaries of both these Provinces skirt James' Bay, the great southern arm of Hudson's Bay. A line running about midway between Mattawa and Moose rivers forms the frontier between the two Provinces, and the East Main River, away north, is the boundary between Quebec and Ungava. The Ontario coastline runs upward on the west side of James' Bay to the mouth of the Albany River, north of which again lies the great Keewatin territory. No one knows the potentialities in fisheries of the Bay itself, nor of the land southward in timber, minerals and agricultural soil. With railway communications rapidly being completed from the Provincial capital, via far-famed Temiskaming, Ontario people should be profoundly interested in this great inland sea and the territory athwart which will also, ere long, be running transcontinental trains on the eastern section of the Grand Trunk Pacific, quickening into activity the resources of this New North.