

to denote honourable association as provided in the Royal Proclamation of 21 November, 1921.

The seventh is the white ensign of the Royal Navy.

The eighth shows a possible form of a Canadian white ensign; it is the red cross of St. George on a white field, with the national symbol of Canada, three red maple leaves on one stem, in the first canton.

The ninth is the Canadian blue ensign. A blue field with the Union Jack in the first quarter, and a shield bearing the arms of Canada in the fly. In this it will be noted that the maple leaves are erroneously shown in green. A Privy Council Order has laid down that the area they occupy may not exceed one-forty-eight of the area of the flag.

The tenth is an example of a possible Canadian blue ensign. The field is blue, in the first canton is the national symbol of Canada, three red maple leaves conjoined on a white field. In the fly is a shield bearing the authorized coat of arms of the Province of Prince Edward Island. This might be flown at sea from a vessel belonging to the government of Prince Edward Island.

The eleventh is the merchant flag of the Union of South Africa. It is similar to the well-known Canadian red ensign, but in the fly instead of the Canadian shield is a white circle bearing the shield of the Union of South Africa. It shows the figure of Hope representing Cape of Good Hope; two wildebeesten for Natal; the orange tree of the Orange Free State, and the trek wagon of the Transvaal.

The twelfth and last of this series is an example of a possible Canadian red ensign. The field is red; in a canton next the staff is the national symbol of Canada three red maple leaves, conjoined, on a white field, and in a circle in the centre of the fly is the heraldic device of the City of Victoria, British Columbia, which is the crowned head of Queen Victoria. This flag would denote any Canadian ship registered in Victoria, B.C.

During the French Regime in Canada the French Red Ensign used by the mercantile marine employed a different principle in that the field was red semé, or sprinkled, with golden fleurs-de-lis and in a canton next the staff was the device of the port of registration of the ship.

The suggested examples are in accord with the Royal Proclamation of 21 November, 1921, and also with British practice. The flying of them could be controlled by orders.

I have put together a dossier containing line drawings traced from these twelve coloured flags now before you, with explanatory notes on each, together with copies and extracts from several Government publications. There is a copy here for each member of the Committee, to be distributed now for their convenient reference.

For signalling efficiency, elaborate experiments on visibility and optics have been carried out; one result is that the flags of the international naval signal code are 3 by 4 rectangular and 1 by 3 for pennants.

In the reign of Henry VII of England a "grate stremor" was flown 120 feet long and 24 feet wide; some were 60 yards long.

The trouble taken to ensure good visibility may be illustrated by the tricolour of France: at first it was red, white and blue in vertical bars of equal width, then changed to blue, white and red in equal widths, and finally after experiments and tests the widths were decreed to be: blue 30, white 33, red 37, in each 100 units of length.

There are, in British practice, certain means of adding information to the basic message conveyed by a flag. Two are of major importance: the canton and the circle.