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THE UNION JACK.[1]

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Banners have been used and borne from the earliest times but any account or history of these does not come within the scope of the present purpose. Even our own Royal Standard is designedly omitted. The subject must be confined to the title heading, the Union Jack, the "meteor flag" of Great Britain and Ireland. The point which may first invite attention is the probable origin of the name Jack as thus specially applied, and for clearing this the history or use of the Cross of St. George, one of its component parts, may be briefly traced.

Joseph of Arimathea, it is told, about A.D. 72 after his arrival at Glastonbury, having converted a certain British king, gave "hym a shelde of ye armes wee call sainct George his armes,"

A shield of silver white
A cross endlong and overthwart full perfect

"whiche armes he bare ever after, and thus that armes bee ye armes of this lande long afore sainct George was gotten or borne."[2] Coming more within bounds the use of the various crosses heraldically may date from the time of the Crusades, when in connexion with some tutelary saint they were especially assumed as a bearing or emblem by nearly every city and by every country. St. George, the especial patron of England, at the conquest of Jerusalem descended, it is said, on Mount Olivet and waved his shield; and it may be assumed that when King Richard "took the Cross," as it was called, his ships

[1] Read in the Historical Section at Edinburgh, August 14th, 1891. the annual meeting of the Institute at

[2] Hardyng's *Chronicle*, p. 84.

making the eastern voyage wore the colours of their patron saint. A little later, documents begin to aid somewhat. In the Wardrobe Accounts of A.D. 1345—1349, temp. Edward III, there is a charge for eighty six penoncells of the arms of St. George for the King's ships and eight hundred others for the men at arms;[1] and among divers things delivered in 1374, 48 Edward III, are thirty one standards of St. George.[2] An early illustrated manuscript known as Rous's Roll, in the British Museum, setting forth the "Life of the famous Knyght Kichard Beauchamp Erle of Warwick," born in 1381, shows in plate V, "howe, good provision made of English clothe and other thynges necessary, and license hadde of the Kynge, Erle Richard sailed towards the holy lande and especially to the holy citie of Jhrlm." At the mast head the ship carries a streamer bearing the Cross of St. George at the hoist, *i.e.* next the mast, the other part showing the well known bear and ragged staff of the house of Warwick. Plate VIII. tells how the Earl arrived at Venice, and was "lnned" at St. George's, his ship here wearing the same streamer; and so in plate XVIII. which shows his return to England.[3] In some accounts of the Earl, of 1347, there is a charge for a great streamer for the ship, and for "a great crosse of St. George."[4] A fine illustrated Froissart, also in the British Museum, shows English vessels wearing the St. George's Cross. In one drawing are three ships, each full of mailed men; in two of the ships a man holds a banner of St. George at the bow; in the other a man holds a pennon of St. George at the stern. The other flags displayed are the Royal Arms, France and England quarterly.[5] An engraved seal of John Holland, Eart of Huntingdon, made General at Sea in 1414,[6] shows a ship of one mast bearing a pennon of St. George on the fore castle, the sail being charged with the arms of the Earl.[7] In a list of the effects of Henry V. was one pennon of St, George, valued at six shillings and eightpence.[8]

The Navy Royal, as we know it, has grown to its position

[1] Archæologia, Vol. xxxi, p. 119.
[2] Nicholas, History of the Navy, vol. ii.
[3] Cotton, MSS. Julius E iv, Art. 6.
[4] Antiquities of Warwickshire.
[5] Royal MSS, 18 E.; Vol. ii, Chap. 52, fol. 103. 165, 175.
[6] Patent Rolls, 5 Hen. V.. m. 22.
[7] Gent's. Magazine, Vol. lxvii, p. 549
[8] Rolls of Parliament, vol. iv, pp. 238, 239.

out of circumstances and necessities. The earlier ships being more important as transports than for fighting purposes, the military commander for the time became chief of the ship. As the work was done as a feudal duty and not for professional pay, every commander flew a different streamer bearing his own armorials in the fly or free part of the flag, every streamer however being alike in having attached to it next the mast the national cross on a white square.

The next example shows the use of the national cross in another way. In 1386 when Richard II invaded Scotland, it was ordered in certain "Statutes, ordinances, and customs to be holden in the hoste," that everi man of what estate condicion or nation thei be of, so that he be one of oure partie, bere a signe of the armes of Saint George, large, both before and behynde, upon parell that yff he be slayne or wounded to deth, he that hath so doon to hym shall not be putte to deth for defaulte of the crosse he lacketh. And that non enemy do bere the same token or crosse of Saint George upon payne of dethe.[1]" Again in the time of Henry VI. all soldiers were ordered to wear the same cross, with the same conditions that any man not wearing it if slain by a comrade, the slayer should not be punished[2] The earliest example of the word Jack is found in some accounts of arms and streamers delivered to certain ships in 1375, 49 Edward III., wherein are mentioned twenty-six Jacks, and with them certain streamers of St. George. These Jacks, although found here in association with streamers, must not be mistaken for flags; they were the surcoats or tunics, as just noted worn by the soldiers bearing on them the Cross of St. George. They were usually wadded or quilted. Sometimes they were made of leather and stuffed with wool, and often they had small plates of iron attached. They were used as being lighter and less expensive than ordinary armour. In a Life of Richard II., published in 1547, the author writes of these tunics as commonly called Jacks, *quas vulgo Jackes vocant*, and in another place he again writes of them—*quale Jacke vocamus*.[3] Chaucer in the Canterbury Tales, written about 1389, when satirising the

[1] Harl. MSS., No. 1309., f. 34.
[2] Historical MSS., vol. i, Part 2, p. 39.
[3] Walsingham, Thos., p. 248, line 2 p. 260, line 33.

fashion of wearing short clothing, mentions the shortness of what he calls cutted sloppes or hanslines.[1] He must have used the word hansline playfully, or with a double meaning. It is the German diminutive or familiar for the Christian name Hans, and so equivalent to our Jack; and from Froissart we learn that the short garment so satirised was of German origin and called a Jack, as he tells us that Henry, Duke of Lancaster, when leaving the Tower for his coronation at Westminster, wore "ung court jacque dung drap dor à la facon dalemaigne."[2] Passing on from these times, a painting in Windsor Castle engraved and published by the Society of Antiquaries, representing the embarkation of Henry VIII. for France, 31 May, 1520, shows a four-masted ship, having at each mast head a pennon of St. George, and on each quarter deck along her sides are seen what appear to be shields, bearing also the Cross of St. George. Other ships with her all have the same arrangement. An original drawing of the Grace Dieu of 1556, in the Pepysian Library, again shows these crosses.[3] They were not shields as supposed, but were really Jacks. What they were may be judged more readily from a State document of the year 1575, which gives an account of the charges "for making 1500 Jackes plated before, for the furniture of the Queene's maties shippes." For these there were used:—

3,700 ells of cloth for the inner lyninge after the rate of two ells and a half to a piece, at 4^{d}. the ell.

Sockeram for the outside and weltinge the same, 3,000 ells at the rate of two ells to a Jacke, at 12^{d}. the ell.

Cross bowe threade to fasten the plates, 750 lbs. after half a lb. to a Jacke, at 8^{d}. the lb.

Tow, 9,000 lbs. weight at 6 lbs. to a Jack.

Cutting 960 pieces of old armour into plates and 700 other plates. And lastly,

Pack thread, wax, pitch, tallow and rosin to temper the thread, cutting the cloth ready, with thread, needles, nails, webb, and iron pins for the frames.[4] The total cost being £779 6s. 8d.

The argument is thus brought down to the end of the

[1] Persones Tale, De Superbia.
[2] Vol. iv, fol. 104, col. 1.
[3] Archælogia, vol. vi., pp. 183, 208.
[4] State Papers, Domestic, Eliz.

reign of Elizabeth, but unfortunately and regretfully, notwithstanding many searches, resultless searches, no actual use of the name Jack as applied to a flag has been met with. Any conclusion therefore must be guided entirely by inference.

After the death of the "glorious and invincible Queen Elizabeth"[1] King James VI. of Scotland succeeded, late in March 1603, as James I. of England, thus bringing the two kingdoms under one King. A first necessary act was the making a new Great Seal, and this was accordingly ordered, by warrant of 4th April, to be made in such sorte as yt is fitt ye saide Seales should now be made with the union of the armes of both Realms England and Scotland.[2] A pattern was delivered to the engraver with a new circumscription :—Jacobus DG Ang : Sco : franc : et Hib : Rex. fid : def : Scotland thus appearing on the legend for the first time. But apparently from his first coming to England James had planned to bring about a close union of the two Kingdoms under one name and one flag, partly for the political and general advantages, and partly as pleasing to himself and tending to increase his prerogative. England, or those then to the fore, did not like the idea and saw only the disadvantages, so the King was "crossed" and could not carry his full plan of—one King, one People, one Law. A partial union, however, was obtained, sufficient to satisfy him, and perhaps sufficient for the time, in the form of a united crown and the exhibition of a united flag.

The question of a union had often been mooted. In 1291, 3rd July, Edward I. being victorious in the north declared the two countries united and that his writ should run in both.[3] This position did not last long. In 1363 in the time of Edward III., negotiations were opened for a union of the crowns if King David of Scotland should die without heirs.[4] Again, in 1549, 16 January, there is a document endorsed "matters to be consulted on for the union of the two realms of England and Scotland;"[5] and also in the time of Elizabeth the subject was discussed.[6]

[1] S.P. Dom. 1603. Vol. i, No. 9.
[2] S.P. Dom. James I. Warrant Book No. 1, fol. 59.
[3] Rymer Syllabus, p. 112.
[4] Rymer, p. 430.
[5] S.P. Dom. Edward VI. Vol. iii, p. 61.
[6] Hist. MSS., vol. i, part 2, p. 44.

By Proclamation, Oct. 20th, 1604, in most joyful recognition of the blessings bestowed upon him, James declared the union, or as he called it the re-uniting, of these two mighty, famous, and ancient kingdoms under one Imperial Crown. As the isle within, says the proclamation, had almost none but imaginative bounds of separation, one common limit of the sea making the whole a world of itself, with a community of language and a unity of religion the chiefest bond of lasting peace, it was unreasonable that a thing which by nature was so much in effect one, should not be a unity in name, a memorial of the unity which ought to be amongst them indeed. The two crowns being thus merged into one, a new style and title was adopted, and the "one isle" was declared Great Britain.

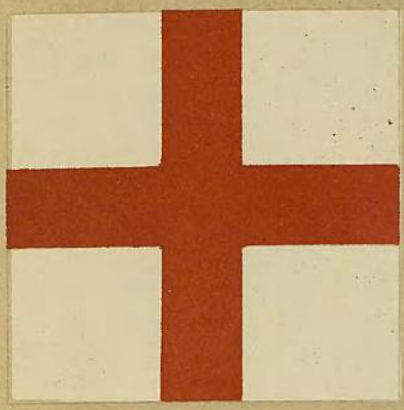
With this union a new National Flag became necessary, one which should unite the flags of the two countries, the Red Cross of St. George on a white ground for England, (Fig. 1), and the White Saltire or Diagonal Cross of St. Andrew on a blue ground for Scotland (Fig. 2). After consideration the design was determined and distributed. The plan adopted was not simply to unite or join the two flags, but was an attempt to more than unite; the intention was to amalgamate and interlace[1] or combine the two so as to produce an appearance of complete union. The result was heraldically:—

Azure a saltire *argent* surmounted by a cross *gules* fimbriated of the *second* (i.e. *argent*). (Fig. 3.) In other words, blue with a white diagonal cross (St. Andrew), and over this a red rectangular cross with a white border (St. George). By Proclamation 12th April, 1605, it was ordered that all ships of North and South Britain should carry this flag in the main top, the Red Cross of St. George and the White Cross of St. Andrew united according to the pattern sent out.[2]

Differences however soon arose as the new combination did not please in the north, causing some little concession to be made. Just a year after the Proclamation another was issued, 12th April, 1606, which sets forth, that whereas some differences had arisen between our subjects of

[1] Balfour Historical Works, Annals of Scotland, vol. ii., p. 13.

[2] Rymer's Syllabus.



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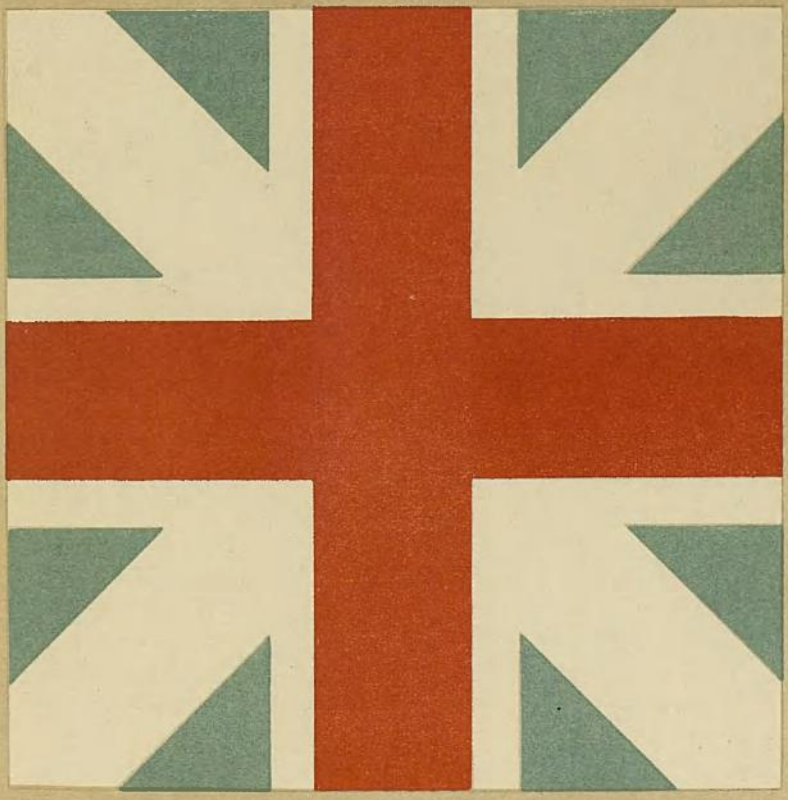

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South and North Britain trauayling by seas, about the bearing of their flags, we have with the advise of our Council ordered that from henceforth all our subjects of Great Britain should bear in the maintop the Red Cross of St. George and the White Cross of St. Andrew joined together according to a form made by the Heralds, *i.e.*, Fig. 3. And in their foretop the ships of South Britain should wear the Red Cross only "as they were wont," and those of North Britain in their foretop, the White Cross only "as they were accustomed," wherefore we will and command all our subjects to be comformable and obedient to this order. But our subjects in the north were not to be thus appeased, as may be seen from the following letter from the Scottish Privy Council, dated Edinburgh, 7th August, 1606:—

Most sacred Soverayne. A greate nomber of the maisteris and awnaris of the schippis of this your Majesties kingdome hes verie havelie complenit to your Majesties Counsell, that the form and patrone of the flaggis of schippis send doun heir and commandit to be ressavit and used be the subjectis of boith kingdomes, is verie prejudiciall to the fredome and dignitie of this Estate and will gif occasioun of reprotche to this natioun quhairevir the said flage sal happin to be worne beyond sea, becaus, as your sacred Majestie may persave, the Scottis Croce callit Sanctandrois Croce, is twyse divydit, and the Inglishe Croce callit Sanct George haldin haill and drawne through the Scottis Croce whiche is thereby obscurit, and no takin nor merk to be seene of the Scottis armes. This will breid some heit and miscontentment betwix your Majesties subjectis and it is to be feirit that some inconvenientis sall fall oute betwix thame, for our seyfaring men cannot be inducit to ressave that flag as it is set doun. They have drawne two new drauchtis and patrones as most indifferent for both kingdomes, whiche they presented to the Counsell and craved our approbatioun of the same, but we haif reserved that to your Majesties princelie determinatioun, as moir particulariie the Erll of Mar who was present and hard their complaynt and to whome we haif remittet the discourse and delyverie of that mater, will inform your Majestie and let your Heynes see the errour of the first patrone and the indifferencie of the

two new drauchtis.[1] These new drauchtis or patterns, most unfortunately, are not now to be found: nor does it appear that any notice was taken of the complaint. Besides the pattern adopted, only two others seem possible, perhaps the very two sent in the above letter. The first thought would be to impale or join the two flags side by side, (Fig. 4); the next would be to quarter them. (Fig. 5) By the first plan the two crosses would be on one shield or flag, each occupying half of it; but jealousy might have arisen here as only one cross could have been next the staff which is the point of honour, except through a changed usage by reversing the flag in each Kingdom. By the second or quarterly plan, the flag being divided into four quarters, each cross would appear twice and one of each would be next the staff. But in this case one cross must have been in the uppermost corner next the staff which is the point of honour; except again that a different usage by a different quartering were adopted in the two countries. By permitting any such different usage and consequent change in a flag specially designed to mark it the flag of one Kingdom would have practically destroyed the primary intention. If Scotland grumbled at the new combination, England too might have complained, as by cutting away the familiar white of her flag leaving but little more than a red cross, the blue of St. Andrew becomes the basis on which the flag is built, superseding almost entirely the white of St. George. Remembering that an interlacement was the result aimed at no other than the plan adopted could have been used. By the rules of heraldry colour cannot be placed on colour, thus the red cross alone could not be placed on or touch the blue of St. Andrew; also the red cross alone would not be St. George, it must be red on white. For the same reason St. Andrew could not be carried over St. George, as the white on red would not be true; it must be on blue, and blue, even as a border, could not be placed on or pass over red (Fig. 6). By leaving a white border to the St. George and placing it where it is now seen, St. George was correctly shown and the contact of colour with colour avoided, white in heraldry being silver, a metal not a colour.

[1] Privy Council Registers of Scotland.

This first Union flag is rarely to be met with. It occurs on one of the Great Seals of Charles II., and is seen also as a Jack on the bowsprits of ships in paintings of early naval battles. It may, by good fortune, be seen also on the two colours of the 82nd Regiment, disbanded in 1783, now on the first column on the left hand on entering the High Kirk (St Giles), Edinburgh.

These orders of James remained in force until 5th May, 1634, when his son and successor, Charles 1., being busy on matters relating to his navy, issued a Proclamation forbidding any but the Royal ships to carry the Union flag, and appointing other flags for general use. By this order all ships of England were to carry the Red Cross "as of old time hath been used," and ships of Scotland were to carry the White Cross, the pretence for this being that "shipping may be distinguished and we thereby the better discern the goodness of the same."[1] Too determined an interference with shipping was one of the causes which produced our internal war, resulting in the death of Charles on the scaffold in January, 1649. The King being dead, there was no longer a united crown, so the connection of the two countries was dissolved, and the Union flag ceased to be used. On the 23rd February, 1649, the governing council of the Parliament ordered that ships should bear the Red Cross only on a white flag, the cross passing quite through the flag, which was simply the St. George's Cross; and upon the stern, in lieu of the arms previously borne, the Red Cross in one escutcheon and a harp in another, the arms of England and Ireland, the two escutcheons joining.[2] At Cromwell's funeral this banner was used, showing separate shields but on one flag. The Crosses of St. George and St. Andrew were also exhibited, quarterly.[3]

Next came the restoration of the Crown under Charles II. From a picture in Hampton Court, representing his embarkation in Holland, the ship wears a large red flag charged with the Stuart arms, and under this flag it may be assumed he would land. As soon as he was safely settled the Union flag was restored to use and an order issued, in 1660, that it should be worn by all the King's

[1] Rymer's Fœdera, vol. viii., pt. iv. p. 70.

[2] Hist. MSS., 5th Report, p. 307b.

[3] Noble, House of Cromwell, p. 281.

ships. A few years pass away and again the Stuart king departs. A painting in Hampton Court representing the embarkation of William of Orange for England, in 1688, shows his ship wearing two flags, one red with St. George's Cross in a canton, the other also red, but having the proper Union flag in a canton. This is the earliest example of this form, known to us as the Red Ensign.

After a delay of a century a closer union of the two countries was brought about, a political union such as James would have liked. On the 6th March, 1707, Queen Anne, "in her royal robes seated on the Throne," in giving her assent to the new Act congratulated every one on the completion of this work, one of "so much difficulty and nicety that all attempts made in the course of a hundred years to bring it about had proved ineffectual." Finally, she "desired and expected from all her subjects of both nations that they would act with all possible kindness and respect one to another, that the world may see they had hearts disposed to become one people."[1] Addresses as usual came in from divers parts. The Parliament of Ireland congratulated Her Majesty on her success in this great and glorious work, which would be so effectual a means for preventing the attempts of papists from disturbing the quiet of the Empire.[2]

As on the previous occasion, by the new agreement all ensigns armorial, were to be such as the Queen should appoint, and the crosses of St. George and St. Andrew conjoined in such manner as she should think fit. The point having again to be remembered, on the 17th March 1707, the Heralds were ordered to consider what changes should be made in the ensigns and the crosses of St. George and St. Andrew. Just a month later, 17th April, divers drafts conjoining these crosses were submitted to the Council for approval, but unfortunately the Council Register does not describe them, nor give any drawings or any idea what they were, or to what they specially referred. They did not, however, refer to differing patterns for a union, but included the Royal Standard and the usual badges or crests. No change was made in the Union combination, but yet a new flag was produced. In the *Gazette*, as well as in the Proclamation ordering its

[1] *London Gazette.* [3] *Gazette*, 7th Aug.

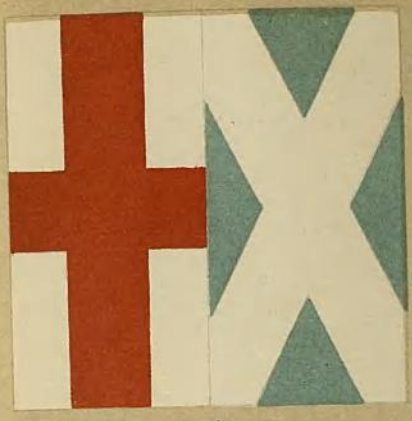
use, the new flag is found tricked or drawn in ink with the colours written in their respective places. It is simply the red flag with the union in a canton as seen used by William of Orange in 1688. On the 28th July—by Proclamation, it was ordered that all merchant ships instead of the ensign heretofore worn, should wear this flag, "a Red Jack with a Union Jack described in a canton at the upper corner thereof next the staff." None were to presume to wear any other the flags, jacks, or pennants appointed by ancient usage for the Royal Navy. All Governors of Forts and Customs Officers were to seize any offending flag and report the vessel or the name of any delinquent to the High Admiral for punishment.

For the first time the names Union Jack and Jack applied to other flags are here found officially used.

The position thus remained for nearly a century, until 1st January 1801, when Ireland also joined the political Union. The first known suggestion for this union of the three Kingdoms was made in 1642 in a pamphlet entitled—"The Generall Junto or the Councell of Union chosen equally out of England. Scotland, and Ireland, for the better compacting of three nations into one Monarchy. By H. P." (Henry Parker), Fifty copies only of this tract were printed for private presentation. "To persuade to union," says the author, and commend the benefit of it to England, Scotland, and Ireland will be unnecessary. *Divide et Impera* (Divide and Rule) is a fit saying for one who aims at the dissipation and perdition of his country. Honest counsellors have ever given contrary advice. England and Ireland are inseparably knit, no severance is possible but such as shall be violent and injurious. Ireland is an integral member of the Kingdom of England, both Kingdoms are connexed and co-invested, not more individed than Wales and Cornwall. England and Ireland already one under one crown, now united with Scotland by the same Royal line centred in one King, "the three kingdoms being thus conjoined under one head, the Tritarchy should be abolished." In 1652 there seems to have been some negotiations towards this union,[1] but a century and a half passed away before it was brought about, on the 1st

[1]Hist. MSS., 7th Rept., p. 717a.

January 1801. By the first article in the agreement it was again provided that the ensigns armorial, flags and banners, should be such as the king should appoint by proclamation. In due course, as before, instructions were issued to the Heralds to design a new Union flag, now incorporating the Cross of St. Patrick for Ireland. Up to this time the usual Irish flag showed a harp with the Red Cross of St. George in the upper corner next the staff. Heraldically St. Patrick's Cross is, *argent* a saltire *gules*, or in other words, white, a diagonal cross red, the same in form as the cross for Scotland, differing only in the colours (Fig. 10). How this cross became associated with St. Patrick is not clear. It was used as such at Cromwell's funeral, so was not new at this time, but unlike those of St. George and St. Andrew, both known heraldic crosses, St. Patrick's is not found either in sacred Heraldry or in the Emblems of Saints. The result of the instructions was our present national combination, by custom called the Union Jack. The quarterly plan might again have been adopted (Fig. 8), but clearly the object kept in view by the Heralds in the new arrangement was to make the addition without altering or changing the old interlacement, and before doing this so neatly as they have done, they must have been somewhat puzzled. As the Cross of St. Andrew already on the flag was diagonal, the same in form and direction as the new comer St. Patrick, each of them would, according to all rule, be of the same width on any flag of the same size. This being so, by only putting the red of St. Patrick on the white of St. Andrew, the latter would be entirely obliterated. Moreover, St. Patrick would also disappear, as he would by this plan have a blue border or ground, whereas he must have a white one. Like St. George he is red on white. Also had St. Patrick been placed on St. Andrew, but leaving a border of white on each side, (Fig. 7), St. Andrew would still be obliterated, no heraldic description would show anything but red bordered white. As before, with the first Union, colour could not be placed upon colour, thus St. Patrick's red saltire, like St. Andrew's blue border (Fig. 6), could not pass over or under St. George. It could absolutely only be placed on St. Andrew, and must even then be broken up as its red



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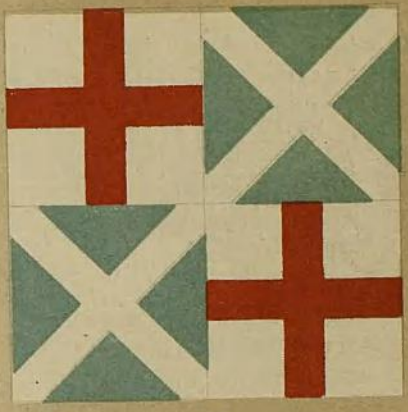

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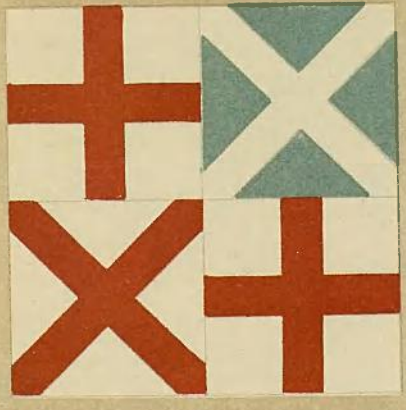

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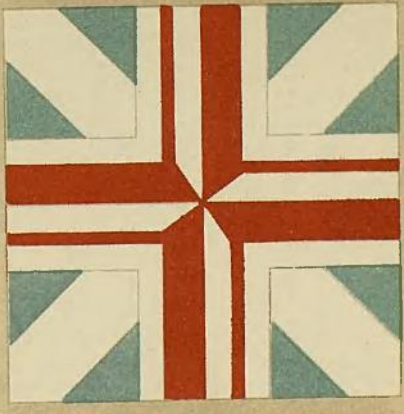

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could not pass or break the white border of St. George. (Fig. 7). It was clear necessity that produced the plan of quartering or cutting St. Patrick into four parts. Then by adopting also another heraldic device called counter-changing, that is the placing the red quarters of St. Patrick on the upper or lower quarters of St. Andrew's white, alternately in alternate quarters, (Fig. 11), St. Andrew was left clearly in view and was interfered with as little as possible. It is this plan which produces the curious difference in the white, which has probably puzzled every one, and perhaps but few could explain. The St. George being a cross proper was not interfered with by the saltire of St. Patrick, and consequently remained intact. This has been the cause of some further rather small jealousy from North Britain. As in the previous case in the first Union with the saltire of St. Andrew it could not be otherwise. Had St. Patrick come with a cross instead of a saltire, a cross the reverse in colours to St. George say a white cross on a red ground, then St. George must have been interfered with and the saltire of St. Andrew left intact. Supposing this, and that the Heralds followed the same plan, St. Patrick's white would have been quartered and counter-changed on and with St. George, the red of St. George giving it the necessary red border, as now is given by the white of St. Andrew, producing something like the plate here shown (Fig. 9), which must then have been the Union Jack. The first Union flag (Fig, 3), was heraldically and correctly formed, but the attempt to describe the new one has not been altogether successful. The Proclamation of the 1st January, 1801, describes it as:—*azure* the crosses saltire of St. Andrew and St. Patrick quarterly per saltire counter changed *argent* and *gules*, the latter fimbriated of the *sccond*, surmounted by the cross of St. George of the *third* fimbriated as the saltire. (Fig. 12). Heraldic descriptions must be always short and clear, and by rule, repetitions of the colours or tinctures must be avoided. When necessary to repeat, these are referred to as first, second, or third, as they may stand when previously used. In the above description we have in order, azure, *first*; argent, *second*; gules, *third*. St. Patrick's saltire is fimbriated or bordered of the *second*, that is argent or white; and

avoiding repetition the cross of St. George is fimbriated as the saltire, that is, of the *second*, or argent. According to this official description St. Patrick's red, to perfect the counter-change, should divide with, and be equal to, the half of St. Andrew; whereas in practice to obtain his required white border without widening St. Andrew, he is really reduced in width one third; this one-third, when taken off the outer edge exactly exposing the necessary white fimbriation, which is really part of St. Andrew. One weak point is, there is no heraldic intimation in the description that this fimbriation should be thus obtained or that St. Patrick should be thus diminished. Also the word fimbriation should not have been used, as the border is but partial, on one side only, instead of passing all round in accordance with the usual heraldic meaning. Thus the flag could not be drawn from the description given. The position or intention might perhaps have been read heraldically had St. Patrick been described as fimbriated on the outer edges. The fimbriation might then have been added, whilst an equal width with St. Andrew would have been retained, the white of the latter inside, as now, serving to show the required white ground of St. Patrick. This, however, would have increased, out of proportion, the width of the white of St. Andrew.

St. Andrew remains untouched, his width is the same as St. George, and his border is his own blue ground, the ground or tone really given by him to the whole flag; the fimbriation of St. Patrick is not abstracted from him, it is simply borrowed, the plan of counterchange cleverly leaving the whole width visible and intact.

St. George, as he has not been interfered with, retains his original dimensions. He is fimbriated white "as the saltire," but here again the word, as heraldically understood, hardly applies. Heraldry, usually very precise in its descriptions, seems to have no defined rule for the width of a fimbriation, but it must be clear that this should bear some proportion to the thing fimbriated. A narrow or small charge will require a narrower border than a large one. St. George should have thus double the border of St. Patrick, but there is no guide in the description towards determining this. If the word cotised

could have been used it would have marked the width of the border as being one-fourth the width of the cross as shown in Fig. 3.

As the flag could not be produced from the heraldic description, much hard criticism has been thrown at the luckless or lucky Herald who formed it. But no critic has ever suggested a better or neater plan, remembering always the determination to retain the interlacement. From the difficulty in forming the flag early official and regimental flags may be found wrongly made, either in the widths of the crosses, the fimbriations, or general proportions. To remedy this an official but non-heraldic description, such as should have been issued with the Proclamation, has been laid down, and is now used under the Admiralty orders. The Rules are :—

1. The Red Cross of St. George to be one-fifth the depth of the flag. This, in a flag of 3ft. 9in. deep, would be,=9 inches.

2. The fimbriation or white border to it to be one-third the width of the red of the cross,=3 inches.

3. The red of St. Patrick to be one-third the width of St. George,=3 inches.

4. The narrow white border of St. Patrick to be one-sixth of the red of St. George,=1½ inches.

5. The broad white of St. Andrew to be one half the width of St. George,=4½ inches.

According to heraldic rule the depth of the flag governs or decides the width of the crosses, the rule being one fifth such depth just as is given here to St. George and St. Andrew. By rules 3, 4, 5, it will be seen that the broad white of 4½ in, and the white border 1½ in, with the three inches included between them covered by St. Patrick, will give from out to out 9 inches to St. Andrew, the same width as St. George. When the flag is thus made and the counterchange correctly carried out, a line drawn diagonally through the centre should just touch or run along the inner edges of St. Patrick and St. Andrew, thus showing the line of the two complete crosses. The border of St. George, is proportionately the same as that of St. Patrick, *i e*, one third his width, but from greater width this makes him seem somewhat prominent in a large flag; one source of northern jealousy. It

has even been suggested there was design in this, but it clearly arises from the necessary position St George occupies, and from the fact that his colours, red and white, are the most conspicuous of any, perhaps the most readily seen of any colour combination.

As the plan of counterchange gives a broad and a narrow part to St. Andrew, so it gives to the flag the possibility of a right side and a wrong side uppermost. The Rule is, and it should be noted as a very important one, that in the hoist the broad white of St. Andrew must be uppermost next the staff.

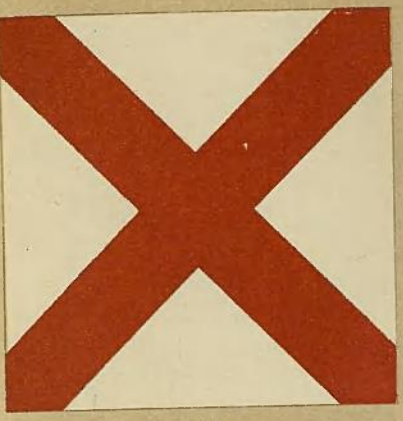
On the 1st January 1801, the new flag was duly saluted on all forts and castles of the three kingdoms. In Edinburgh at noon it was hoisted at the Castle under a discharge of great guns, and the Dumfries Militia drawn up on the Castle Hill fired a *feu de joye* of artillery and small arms. On account of the herring fishery the Admiralty excepted the ships in the Firth of Forth and the forts and batteries on shore from this order to salute. The indissoluble union, says the *Caledonian Mercury*, will be celebrated this day by every mark of national respect and exaltation. The happy sentiment will be expanded and expressed in family circles who will dedicate a glass to toast the perpetual unity, lasting friendship, and mutual happiness, of the British Empire.

In Dublin at noon the new flag was displayed by the Royal Tyrone regiment on duty at the Castle and by the regiment that relieved them. At the same time the "Imperial United Standard" was hoisted on the Bedford Tower of the Castle, and a Royal salute fired in the Phœnix Park.[1]

A strange error may be recorded here, showing some excuse perhaps for writing these notes. One of the frescos in the House of Lords intended to represent Charles II. landing in 1660, shows us a boat bearing our present Union flag, including the saltire of St. Patrick which was not added until 1801.

No criticism or objection has ever come from Ireland, but in 1817 some Scotchmen again complained of the position of St. Andrew's Cross, and some official correspondence ensued.

[1] *Saunders News Letter.*



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In January 1853, some citizens of Edinburgh once more raised this great grievance, and presented a petition on the matter,[1] but the Lord Lyon found he had no jurisdiction, the question being vested in the Crown by the Act of Union. On the 17th April in the same year the grievance was repeated from Brechin, and now addressed by petition directly to the Queen. Being referred to Garter, in May a general answer was sent to the Lord Lyon, pointing out that the ensigns were such as had been legally appointed by the Crown, and that they referred to the United Kingdom, and not specially to either. The Lord Lyon being again satisfied that all orders were intended thus to apply equally, the matter dropped. The second clause in the petition states—"That the Union Standard displayed on the Scottish forts is the union as borne in England, and not as borne in Scotland, the Cross of St. Andrew being placed behind the Cross of St. George instead of in front thereof, and having a red stripe run through the arms thereof, for which there is no precedent in law or heraldry."[2] Besides that there never was a flag in which the cross of St. Andrew was placed in front of St. George, the last paragraph in choosing to ignore the addition of St. Patrick, reads almost like a joke. All things being thus proved to be in order the subject has since remained dormant.

In conclusion, noting all the evidence, a few remarks may be made on the name Jack and the use of the Union flag. It has been suggested that the name Jack originated as a compliment to James I., under whom the first Union took place, the derivation coming from the French Jacques. An argument against this is that Jacques in English is pronounced Jaykes, and sometimes even as two syllables. Besides this James Town and James River, in Virginia, were not called Jackstown or Jack's river. It seems never to have been suggested as derived from Jacobus. Further, no one has ever thought of calling the present flag a Union George. The Jacobean arguments or suggestions would be good if the name Jack appeared for the first time with the arrival of James, but it was in use so long before that time that some other origin must be sought. There must have been a single Jack before there was a Union Jack.

[1] *Times*, 27th January, p. 8; 1st February, p. 8.

[2] Gent's Mag. NS, vol. xxxix, p. 283.

Originally the officer known as Admiral was called a General at Sea, the two services being somewhat mixed, and perhaps the sailor, serving only from his own port, was not much considered. But as the navy became Royal, and so a fighting service distinct from the army, the long streamers bearing the personal armorials of the commander were disused, the shortened flag then remaining, showing only the national Red Cross. From its exact resemblance to the short surcoat, the "court jacque" of the early soldier, as well as from its general associations at sea with the defensive Jack used as "furniture for shippes," the inferance seems fair and clear that even possibly at an early date, this small square flag with the Red Cross, would have been called a Jack. The Jack of to-day is a small square Union, worn only by men-of-war on a special staff on the bowsprit, much or exactly as the Red Cross is seen held thereabouts by a man, in the early illuminations. Also even now the short double-pointed pennon, formerly the special banner of a knight, is called at sea a cornet, and there is also used a triangular flag which is still called a guidon, both names deriving from a military origin.

From the many orders, the various forms of flag used by English ships became puzzling especially to foreign countries. In 1634 as already noted, the Union flag was forbidden to all save the Royal Navy. Using this as the national flag the navy in 1665 is found working in three divisions, the White, Blue and Red, each division sailing under its own distinguishing colour. In 1687, Pepys' diary marks a change, as then the precedence seems to have been red, blue and white. These were, however, plain colours as now, and no way connected with the Union Flag. The official incorporation of the Union in differing colours, and its use thus in conjunction with the plain or divisional colour, was made in 1707; when the council, after stating "that as by ancient usage the ensigns and the pennants of the royal ships ought not to be used by any others," ordered that merchants ships should wear only the Red Ensign, "a Red Jack with a Union Jack described in a Canton at the upper corner thereof next the staff."[1] The words "in a canton" seem

[1] Privy Council Register, fol. 25.

to be heraldically incorrect, as according to the drawing on the Proclamation and according to present usage, the Union occupies one-fourth of the flag as a square. The expression then should have been "in the first quarter." A canton is somewhat less than half a quarter. This order, however, did not clear the difficulty, as the red ensign was also worn by the red division of the Navy. In 1734, further regulations appointed merchant ships to wear a red ensign, the Union Jack in the upper corner thereof; and a "White Jack" with the red cross of St. George through it.[1] Here the old familiar St. George is called a Jack. The first move out of this confusion was made by Nelson before the battle of Trafalgar, when finding great inconvenience from the use of many colours, he ordered all his ships to hoist only the white ensign. But it was not until 1864 that the divisional use of the different coloured ensigns was officially discontinued. A petition from the Admiralty, dated 22nd June 1864, read in Council 9th July, set forth that, under the regulations established in Council 25 July 1861, the Flag Officers of the Fleet were classed in squadrons of the Red, White, and Blue, each vessel, therefore, had three sets of colours, and had to make frequent alteration according to the colour of the squadron under which she happened to serve, a proceeding attended with much inconvenience. Also, from the increased size of merchant steamships, it was of importance that merchant ships should be clearly distinguished by a distinctive flag, they carrying the same red ensign as a war ship when employed under an Admiral of the Red. Following the tenor of the petition it was ordered in Council, 18th October 1864, that the use of a differing ensign should be discontinued, and that the White Ensign alone should be used by the Royal Navy; the Red Ensign and the Union Jack with a white border, to be used by merchant ships; the Blue Ensign and the Union Jack with a white border being reserved for non-combative vessels employed in the public offices, the Transport, or other Civil departments of the Navy, and, under certain conditions, by the Royal Naval Reserve, and also, by warrant of the Admiralty, by Royal Yacht Clubs.[2] The Union with the white border is now the

[1] Lediard, Naval Hist, p. 5. [2] *London Gazette.*

signal for a pilot: the border should be one-fifth the depth of the Jack.

The Union flag is not used at sea except as the Jack on the bowsprit, as above noted; and as the special distinguishing flag of an Admiral of the Fleet, when such an officer appears, who hoists it at the main top-gallant-mast head; besides this it is hoisted only at the mizen top-gallant-mast head when the Queen is on board, the Royal Standard being at the main. It is otherwise reserved entirely for the military for use on forts and garrisons, but the Regulations forbid its use by the military at sea or in boats.

Thus there remains for general purposes the Red Ensign as the National flag, and this only should be generally and publicly used.