

## Englishman Pleads New Flag For Britain With Ideals Like Stars and Stripes and Tricolor

In the course of a plea for a new flag for the British empire—the Union Jack is but a combination of the flags of England, Ireland and Scotland—Admiral Sir Charles Dundas, according to London dispatches, said "the ideal national flag is the French Tricolor and the Stars and Stripes."

This tribute by an Englishman to the American flag is the occasion for issuance by the National Geographic society of the following bulletin, based on a communication to the society from Commander Byron McCandless, U. S. N., concerning the origin of the Stars and Stripes:

"In the embryonic days of the republic, when the 13 original states were still feeble British colonies bordering the western shores of the Atlantic, there were almost as many varieties of banners borne by the Revolutionary forces as there are today races fused into one liberty-loving American people."

**Loyal to England.**  
"Disinclined to sever all the ties with England, yet bitterly resentful of the treatment accorded them and unyielding in their determination to resist further oppression, when it became necessary to adopt an ensign for their newly created navy, in the autumn of 1775, the revolting colonies chose a flag that reflected their feeling of unity with the mother country, but at the same time expressed their firm joint purpose to demand and obtain justice and liberty."

"One of the colonial ships, the *Lady Washington*, was captured on Dec. 7 by H. M. S. *Fowey*, and her colors, still in the admiralty office in London, are described as bearing a pale-green pine tree on a field of white bunting, with the motto, 'An Appeal to Heaven.' This flag was flown by all the ships under Washington's command at this time, the design having been suggested by the commander-in-chief's military secretary, Col. Joseph Reed, who wrote, on Oct. 20, 1775, that he wished to 'fix upon some particular color for a flag and a signal by which our vessels may know one another.'"

"Prior to the receipt of the news of the capture of the British brig, *Nancy*, (Nov. 28) by one of Gen. Washington's ships under command of John Manley, the continental congress had appointed Esek Hopkins commander-in-chief of the navy built by congress as distinguished from the soldier-manned fleet under Gen. Washington. Immediately following his appointment, Commodore Hopkins (the first and only commander-in-chief of the navy ever had) set sail from Rhode Island in that colony's armed vessel *Katy* and arrived in the Delaware river on Dec. 3, 1775. The same day the commodore assumed the formal command of the little squadron which the congress had placed under him."

**Hoisted First Flag.**  
"The manner in which that command was assumed is of signal importance, in that the ceremony marked the hoisting of the first truly American flag. And the distinction of having released the banner to the breeze belongs to that daring spirit, John Paul Jones, one of the chief among heroes in the hearts of American naval officers and seamen."

"This was the flag which afterward figured so extensively in the literature of the day as the congress colors, from the fact that it first floated over the navy controlled by congress. Also known as the Grand Union Flag and the First Navy Ensign, it was the colonial standard from that day until it was superseded by the Stars and Stripes in 1777. It consisted of 13 stripes, alternately red and white, typifying the 13 colonies, with a union bearing the crosses of St. George and St. Andrew combined (the national flag of Great Britain) and signifying the mother country."

"The Gadsden flag (of yellow silk and bearing a coiled rattlesnake with the motto 'Don't Tread on Me') used on the *Alfred* as the flag of the commodore command-

ing the fleet, was presented Feb. 8, 1776, to the South Carolina provincial congress by Col. Christopher Gadsden, a delegate from South Carolina to the continental body and one of the committee of three appointed on Oct. 19, 1775, to report on the fitting out of two armed vessels. When that report was made, two weeks later, Col. Gadsden was one of a committee of seven appointed to fit out four armed vessels."

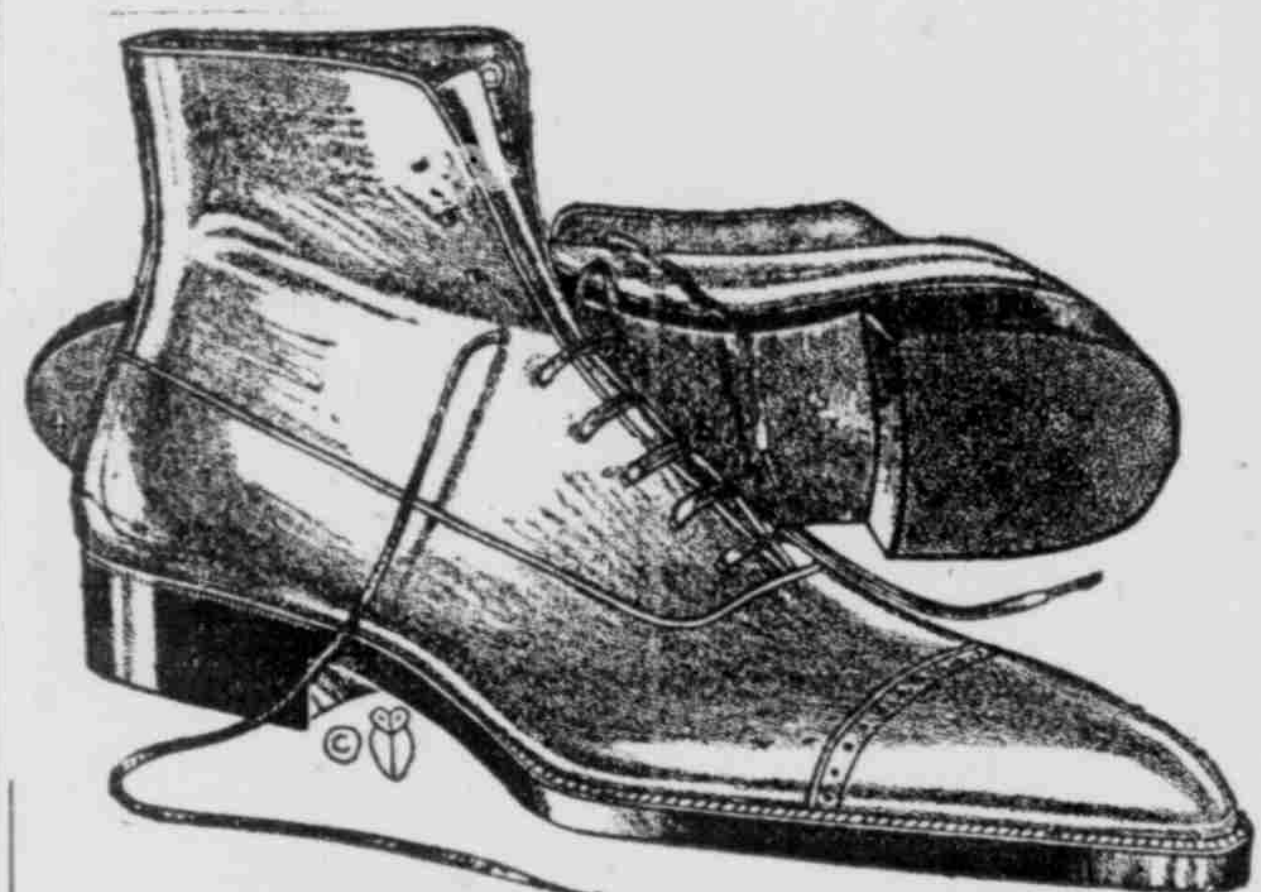
"The Jack displayed on the *Alfred* on this occasion was a small, nearly square flag of 13 alternate red and white stripes, bearing a crawling rattlesnake with the legend 'Don't Tread on Me' beneath it."

**First Birthday of Army.**  
"Although displayed on the continental army's first birthday, neither the Grand Union flag nor the Stars and Stripes, adopted by congress a year and a half later, was carried in the field by the land forces during the Revolutionary war. The army carried only the colors of the states to which the troops belonged and not the national flag."

"It was nearly one year after the representatives of the United States of America, in general congress assembled, had pledged their lives, their fortunes, and their sacred honor for the support of the Declaration of Independence that the crosses of St. George and St. Andrew, emblematic of the mother country, which had formed the union of the Continental Union flag, were discarded and replaced by a union composed of white stars in a blue field, 'representing a new constellation.'"

"The date of the birth of the Stars and Stripes was June 14, 1777, and its creation was proclaimed in a resolution of the continental congress."

"Thus it would seem that not only was the first flag of the continental congress displayed for the first time from a naval vessel, the *Alfred*, but that from the navy (in the person of the marine committee of the congress of 1777) the nation also received the Stars and Stripes."



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Lieut. B. W. Maynard Makes  
Best Time, with Record of  
467 1-4 Minutes.

By United Press.  
ROOSEVELT FIELD, L. I., AUG. 30.—North America's greatest aerial race, the New York-Toronto derby, had closed today with 32 of the 51 entrants having completed the round trip.

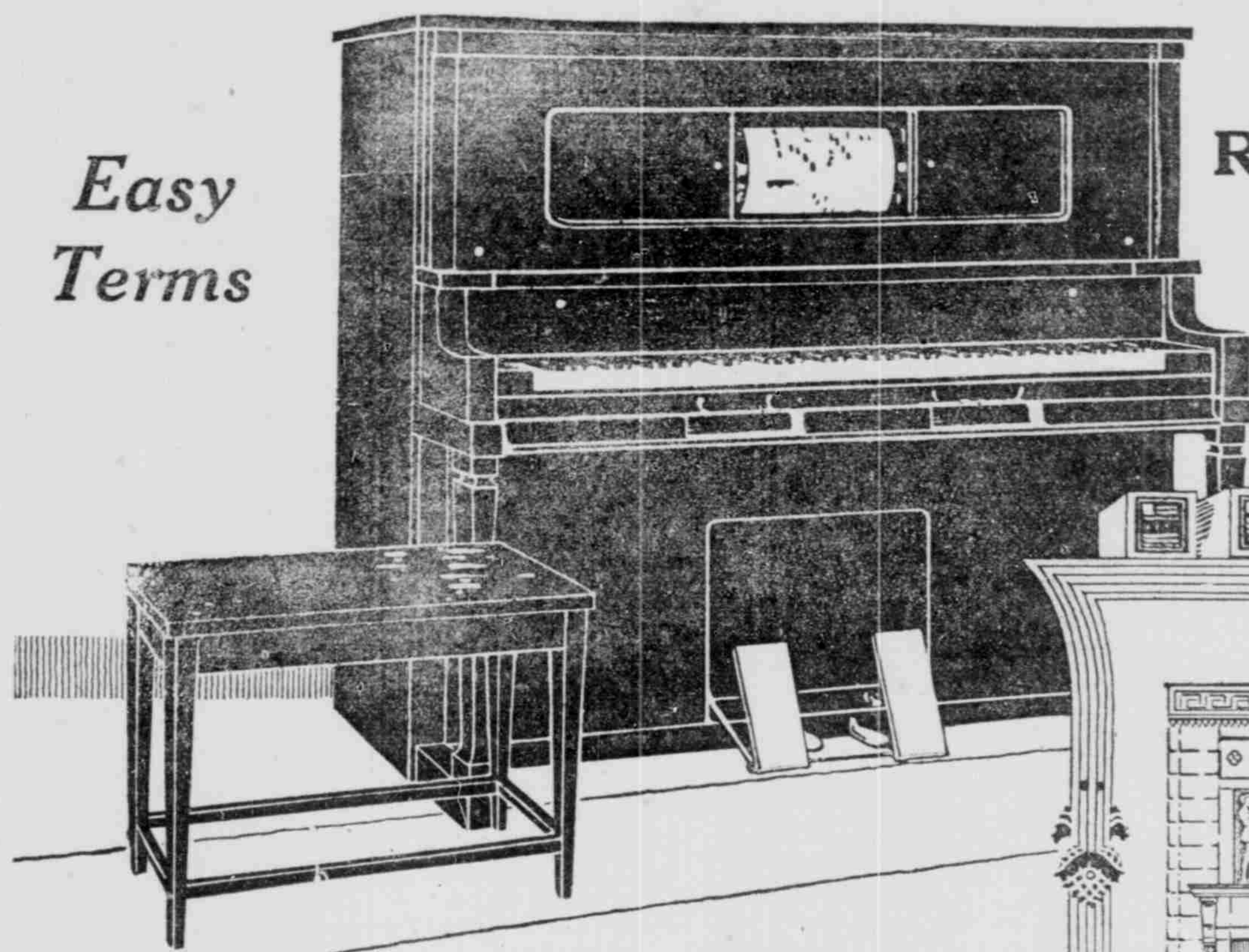
According to unofficial figures, Lieut. B. W. Maynard, U. S. A., established the best time, 467 1-4 minutes, with Lieut. Dan B. Gish, second, Gish concluding the round trip in 503 1-4 minutes yesterday.

**Simons Arrives.**  
The only other arrival here yesterday was Maj. J. W. Simons, who made a non-stop flight from Toronto in three hours and 44 minutes over a course estimated at 450 miles. The best airplane performance was by the DeHavilland four, which, according to available figures, won first, third and fourth places. This plane was equipped with Liberty motors. A DeHavilland nine took next honors. There was about one serious accident in the race.

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