



NAVA TEAM AWARDED VEXILLON

At the 21st International Congress of Vexillology in Buenos Aires in August, the highest tribute to world flag scholarship during the past two years went to the NAVA team, led by John Purcell, responsible for *American City Flags* in 2004. The book, a 400-page special issue of NAVA's scholarly journal *Raven*, had been written by Purcell along with Jim Croft and Rich Monahan, and edited by Ted Kaye with formatting and art work by Dave Martucci and Peter Orenski. The award, the **Vexillon**, is sponsored by the Flag Society of Australia and presented by the International Federation of Vexillological Associations (FIAV), the convener of the biennial congresses. This year, FIAV awarded two Vexillons for the first time, the other going to Petr Exner for his masterwork on Czech municipal flags.

The board of FIAV also named five new "Fellows of the Federation" honoring service to FIAV member organizations, including



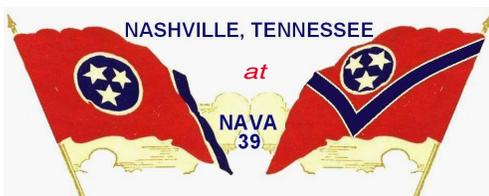
NAVA wins FIAV's Vexillon for the most important contribution to vexillology in the past two years, for "American City Flags". The award is sponsored by the Flag Society of Australia. Ralph Bartlett, from FSA, looks on as John Purcell, from NAVA, accepts the award. Michel Lupant, FIAV president, laughs while Kin Spain, FIAV secretary-general, applauds.

two NAVA members: John Purcell, a past president of NAVA and one of its most prolific researchers and writers, who began his research into American city flags over forty years ago; and Gustavo Tracchia, a past treasurer of NAVA, for his extensive support and liaison work for Argentina's Centro Interdisciplinario de Estudios Culturales and the Asociación Argentina de Vexilología.

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See you in



October 8-10, 2005

XXI ICV Report: VexilloBaires 2005

From 1-5 August, the first ICV in South America took place in Buenos Aires, under the banner of "VexilloBaires 2005". Argentina's capital city teemed with roaming vexillologists, who converged on its Centro Cultural Recoleta for lectures, displays, and general camaraderie. The meeting center, next to the famous Recoleta Cemetery (where Evita Perón and other luminaries of Argentine history repose), provided an excellent forum and home base for the many congress activities. The organizers filled the center with flags: countries, FIAV member organizations, Argentine provinces. It seemed at every turn one saw the distinctive flag of the ICV along with the celeste-white-celeste of Argentina. 50 vexillologists from over 20 countries attended, representing flag associations from around the world. NAVA had 20 members there!

CIDEC (Centro Interdisciplinario de Estudios Culturales) organized the entire event, assisted by members of the AAV (Asociación Argentina de Vexilología). NAVA's own Gustavo Tracchia, an Argentine native now living in New York, served as the North American liaison and all-around great coordinator. Attendees eagerly responded to his "Follow me!" as he waved a small Argentine stick flag to guide the group to yet another interesting site.

During an opening ceremony replete with FIAV member flags, a military band from Historical Regiment No. 1 ("Patricios of Buenos Aires") in 1806 uniforms played the triumphant *Marcia Vexillum*, written by Maestro Harry Sernkelf for XX ICV in Stockholm. The sight-seeing tours paid special attention to sites with many historic flags on display, including the museum at the "Casa Rosada" (presidential house), the cathedral, the national history museum, and the municipal palace. There the vexillologists were welcomed in the "Salon Blanco" by BA's well-dressed chief of government—quite an honor, as he very rarely receives delegations.

Ted Kaye



The flag of VexilloBaires 2005 was white at the hoist bearing the gold sun from the flag of Argentina and light blue in the fly bearing the FIAV halyards in white.

Midway through the week, attendees took a guided bus tour 3 hours northwest to Rosario, the third-largest city of Argentina, to visit the colossal monument to the flag (See *Raven 7* [2000] for a full description). It stands at the very site where General Belgrano first raised the Argentine flag in 1812. The CIDEC and FIAV presidents laid a memorial wreath in the Hall of Flags, where all the members of the Organization of American States are honored. A special box displayed an Argentine flag that had flown over the Falkland Islands (Islas Malvinas) from 2 April to 14 June 1982.

Monument officials advanced the flag-lowering ceremony by an hour to accommodate the vexillologists' tight schedule. After numerous speeches, a military honor guard of three squads (the "Patricios", a detachment of the *Gendarmeria Nacional*, and a band from the local army base—in camouflage uniforms) performed a concert, fired a salute, released doves, and retired the flag while a group of visiting schoolchildren waved small Argentine flags and mobbed any flag expert with a camera.

Rosario rolled out the red carpet (literally), with remarks by the mayor at city hall and a lunch hosted by the Argentine army's 121st Communications Battalion at its base just outside the city. In a small-world twist, it turned out that the hosting

officer, during his previous posting in East Timor, had visited NAVA member Ron Strachan's store in Darwin, Australia.

Congress organizers scheduled over 20 interesting lectures on widely varied flag topics (see box), grouped into "Sub-National Flags", "Argentine Flags", "Flags throughout Time and History", and "New Flags and News about Flags", plus provocative panel discussions on "The Future of Vexillology" and "Preserving Flag Documentation Collections (after a collector dies)". Ralph Kelly's seminal work on the dynamics of national flag changes in Latin America won the award for best paper. CFA president Kevin Harrington especially admired one lecture, saying "...you don't really grasp that it can be more than an actual flag, until you see, as we did, the Argentine lady who, speaking on the flag of her province of Salta, brings onto the stage a stalwart, tall, genuine, fully-accounted gaucho, and a poncho-wearer alongside him."

The "accompanying persons" twice went on their own tours, visiting more city sites and exclusive shopping areas. Mealtimes were generally free to enjoy the excellent food and very reasonable prices of dining out in cosmopolitan Buenos Aires. Attendees also had the opportunity to buy and trade flag books and related items, placing a strain on their home-bound suitcases.

An ace team of local interpreters provided translation services to and from Spanish, assuring that all attendees had at least two chances to understand the speakers. However, as Kevin Harrington observed, "...North Americans are not always slouches when it comes to foreign languages. At least six NAVA members present had some degree of fluency in Spanish!"

NAVA member Jack Lowe, who brought along six members of his family to BA, commented "I love to see old friends at the international congresses, but one of the most rewarding experiences is learning the vexillology of the host country in

greater depth. It was amazing to me how much flags are part of the history of Argentina.” Gus Tracchia was “happy to meet and have the chance to hear for the first time such Argentine authors of flag articles and books as Jorge Luqui Lagleyze, Jose L. Alonso, and Jose M. Peña”.

The prime mover behind the congress was Anibal Gotelli, president of CIDEAC, with close assistance from his colleague Alberto Perazzo, president of the AAV. They kept the event moving with charm and decorum, producing a great “VexiloBaires 2005”. NAVA President Peter Ansoff sent a letter read to the entire assembly, affirming NAVA’s commitment to FIAV and sending best wishes for a successful congress.

A delegate from India attended for the first time. K. Sanjeeva Rao of Andhra Pradesh distributed complimentary Indian flags and pins, shared his efforts to found and grow

the Indian Vexillological Association, and unfurled a “best wishes” banner from his group. Chile also had a first-time representative, from Santiago: Juan Ormeño Cofre.

The FIAV general assembly accomplished its business in a single session—reflecting the efficient preliminary work by its board. Delegates admitted the Venezuelan Symbology Society to membership in FIAV, confirmed Berlin as the site of the next congress (6-10 August 2007), discussed potential hosts for 2009 and 2011, and re-elected as officers Michel Lupant (president), Kin Spain (secretary-general), and Graham Bartram (secretary-general for congresses).

The farewell banquet took place in the city museum of Buenos Aires, an elegant building originally constructed as a German restaurant. As the “Patricios” stood guard, attendees and guests (some in black tie)

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walked up the red carpet, passing colorful displays of flags from the street to the main hall. “Friends from six continents celebrated together at our banquet table, united through vexillology”, reported NAVA member Scot Guenter. The gala affair was highlighted by the conferral of the Vexillon, a moment of silence in memory of the eminent French vexillologist Lucien Philippe, and the passing of the FIAV flag and gavel to Gerd Vehres and Andreas Herzfeld of the Deutsche Gesellschaft für Flaggenkunde, who extended a cordial invitation to all to convene again in Germany in two years.

John Purcell summarized the attendees’ thoughts well, calling the congress “an extremely well organized meeting in a charming setting”, and saying “The *porteños* and *rosarinos* are terrific hosts!”.

Color photos of VexiloBaires 2005 appear on the back page of this issue.

Papers Presented at VexiloBaires 2005

Moving Towards a New South African Vexillology Typology: The Flags of the New Metropolitan Councils
Bruce Berry (South Africa)

The Flag of Barcelona, 1991-2005
Sebastiá Herreros Agüi (Catalonia)

The Flag of the Province of Salta: A Confluence of History, Geography, and Culture
Maria Cristina Fernandez (Argentina)

American City Flags: The NAVA Survey of 2004
Ted Kaye (USA)

Flag Cabinet Berlin
Jiří Tenora (Germany)

Historical Provincial Flags of Argentina, 1815-1888
David Prando (Argentina)

The Flag of the 7th Regiment “Libertos”
Julio M. Luqui Lagleyze (Argentina)

Flags of Political Parties and Movements in Madagascar
Lucien Philippe [†] (France); read by Michel Lupant

Flags of the Northern Pampas: The Centenary of the Provinces of Alberta and Saskatchewan
Kevin Harrington (Canada)

Naval Flags of the Eastern Adriatic
Željko Heimer (Croatia)

Flag use in the German Colonies
Andreas Herzfeld (Germany)

Caudillos, Coups, Constitutions, and Changes: An Analysis of Flag Changes in Latin America
Ralph Kelly (Australia)

Flags of Blacks during the Rosas Era of Argentina
José Luis Alonso & Juan Manuel Peña (Argentina)

The Argentine Flag, from Warsaw to Buenos Aires, 10 Years Later
Anibal Gotelli (Argentina)

Use of Flags by the Ancient Cultures of Mesoamerica
Rafael Yates Sosa (Mexico)

Simulations: Flags, the Internet, and Emergent Technologies
Scot Guenter (USA)

Lesser-Known Flags and Coats of Arms
Roman Klimeš (Czech Republic)

South India, the Maldives, Sri Lanka: A Vexillological Journey
Michel Lupant (Belgium)

Obscure British Flags
Graham Bartram (United Kingdom)

Tjuringa Dreaming: Revolutionary Flags of the Australian Aboriginals
Tony Burton (Australia)

The Flag Pole
Whitney Smith (USA)

The Origin of the Argentine Colors: Sky Blue and White
Alberto Perazzo (Argentina)

The Sun of May
Gustavo Tracchia (USA/Argentina)

The Design of the Sun on the Argentine Flag: History, Legislation, Proposals
Francisco Gregoric (Argentina)



CAPTAIN WILLIAM DRIVER—THE REST OF THE STORY

By Devereaux D. Cannon, Jr.

Most North American vexillologists are familiar with the story of Captain William Driver, and his flag, 'Old Glory'. There are several versions of his story. He was born 17 March 1803 in Massachusetts, and was apprenticed to a blacksmith for a time before he took to the sea. Most stories agree that he became a ship's captain in 1824 at the young age of 21. Some say that his flag was presented to him by his mother in that year; others say that he received it in 1831 before setting sail as captain of the whaler *Charles Doggett*. In either case, the ensign he named 'Old Glory' would have had 24 stars.

His last voyage as a sea captain was in 1837. On his return to his home in Salem, he found Martha, his wife of ten years, stricken with throat cancer. She died in September of that year. After her death, he moved to Nashville, Tennessee, where his brother, Henry, was in business, taking his three young children and 'Old Glory' with him. Shortly after moving to Nashville, on 26 January 1838 he married Sarah Jane Parks, his brother's wife's 15-year-old niece.

Captain Driver made his home at 158 South Summer Street, in what was then the separate municipality of South Nashville. (The location is now known as 511 Fifth Avenue South, and the rather ugly residence currently on that site is not the original Driver home.) He would often display 'Old Glory' on holidays such as Independence Day and Washington's Birthday, as well as his own birthday, by hoisting it on a cable which he ran across Summer Street from the upper level of his home to a pulley attached to a tree on the other side.



The full-scale replica of Captain Driver's "Old Glory" made by the fine folks at MrFlag.com (Charles Ashburner) in Swansea, Wales, flanked by the flags of Pitcairn Island, with which Captain Driver has an important connection, and the Rock City Guards, the Confederate infantry battalion from Nashville, in which Captain Driver's son, George, fought and died. These three flags will decorate the group photo of NAVA 39 at Captain Driver's grave. At the end of the meeting, "Old Glory" will be auctioned off to help cover meeting costs.

Sometime in 1860 or 1861, his wife and daughters took apart 'Old Glory', trimmed its rough edges, rebuilt it, and added stars to bring the total to 34. It is said that Captain Driver himself added the anchor in the lower fly corner of the canton. The 34th star would seem to argue in favor of an 1861 date, Kansas having been admitted to the Union in January of that year. However, Kansas statehood was imminent for some time, and its January 1861 admission was based on a state constitution that had been ratified by the people of the territory over a year before. So an 1860 date for a 34 star flag is not out of the question, even though that flag would not become official until 4 July 1861.

With Tennessee's secession and admission to the Confederate States in 1861, Captain Driver, whose anti-secession sentiments were well known, found discretion to be the better part of valor, and hid 'Old

Glory' inside a quilt or comforter, according to most stories, or in a chest, according to others. Apparently two attempts were made to encourage him to surrender his flag, but each time he refused, and neither request was vigorously pursued. At least one other Nashvillian did continue to display the US flag, and she remained undisturbed. However, she was the widow of a Mexican War veteran, and displayed her flag in memory of her husband rather than as a political expression.

With the fall of Fort Donelson in February 1862, Nashville became indefensible and was abandoned by the Confederate army. On Tuesday, 25 February 1862, as the last Confederate

cavalry units withdrew from the city, the first Union infantry units took possession, and the national color of the 6th Ohio Infantry Regiment was displayed from the cupola above the Tennessee capitol. Soon after, at Captain Driver's request, 'Old Glory' was raised on the capitol flag pole, which at the time was located on top of the pediment above the east entrance to the building.

The propaganda value of the story was too good to miss. With the capture of the first large city in a Confederate state, the first Southern capitol to be occupied had raised over it the ensign of a loyal New England sea captain who had lived in the Southern city for 24 years. Driver may have named his flag 'Old Glory' in 1824 or 1831, but it became an alternate name for the Stars and Stripes only after Northern newspapers immortalized it following its hoisting over the Tennessee capitol in 1862.

The newspapers often portrayed Driver as a 'frail old man'. That was stretching the truth a bit. In February 1862 he was just shy of his 59th birthday, barely four years older than Robert E. Lee. After the Union occupation of Nashville, he took an active part in the occupation government, and served as provost marshal of the city.

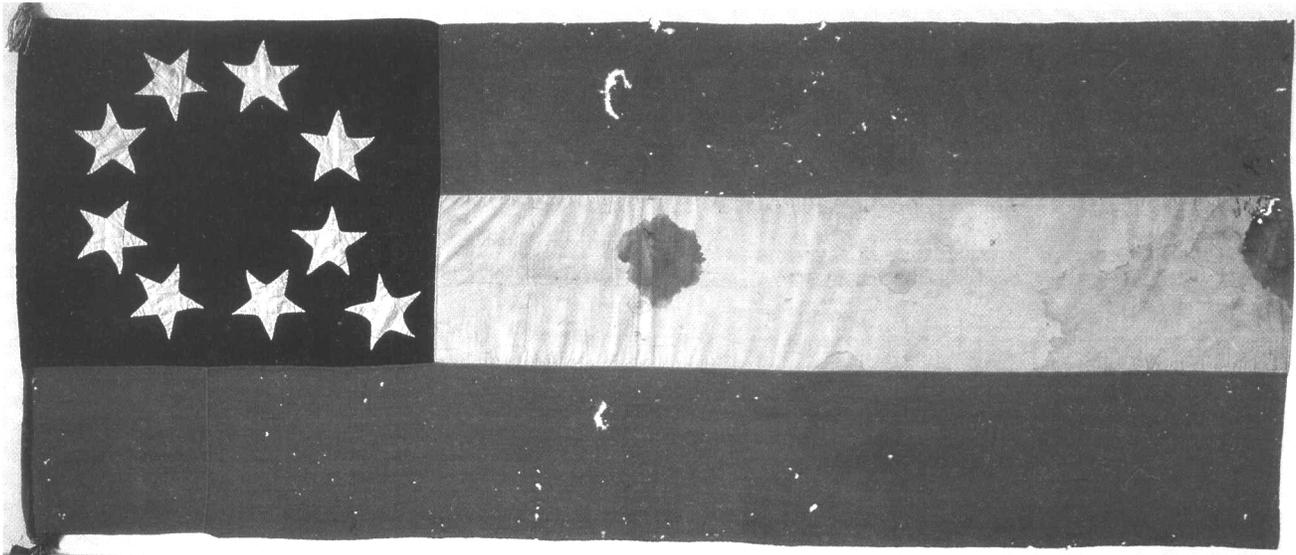
Driver was part of a minority of Union loyalists in Nashville. He may also have held a minority view in his own family. A niece, Harriet Ruth Cooke, wrote in later years that Captain Driver hid 'Old Glory' with the

James B. Craighead, and salesman Joseph Vault. The middle-class nature of the incorporators was reflected in the ranks of the Rock City Guards.

Two weeks after Fort Sumter was fired upon, the Rock City Guards had recruited so many men that it became a three-company battalion, each company numbering 110 officers and men. Company B, under the command of Captain James B. Craighead, was the color company of the battalion. Among the privates of Company B were George Wills Driver, the son of Captain William

Ohio soldier. More than a century later, the descendants of that soldier would give that flag to the Tennessee State Museum, where it currently resides.

At the same time that Captain Driver was hoisting 'Old Glory' over the Tennessee capitol, his son and nephew were on their way back to Tennessee with the rest of their regiment. Half of the First Tennessee Volunteers arrived at Corinth, Mississippi, early enough to take part in the battle of Shiloh, but the Rock City Guards did not arrive until the day after. At that time or shortly



Flag of the Rock City Guards (1861). Photo courtesy of the Tennessee State Museum.

help of Unionist neighbors, because he would not trust his secessionist family with it. This intra-family split brings us to another part of the Driver story.

In the 19th century, Nashville's nickname was "Rock City" (a name now borne by an unrelated tourist attraction near Chattanooga). The nickname was said to have come about because one cannot dig more than a few inches there without hitting a solid sheet of limestone. Although Rock City is no longer a common alias for Nashville, it was so well established at one time that some business concerns there still use Rock City in their names.

The Rock City Guards was a militia company organized in Nashville in 1860. The organizers included lawyer Robert C. Foster, bookkeeper Frank Sevier, hardware merchant

Driver, and William O. Driver, the son of Captain Driver's brother, Henry.

On 23 April 1861, 'amid great ceremony', Fannie Claiborne presented a Confederate flag that she had made to Captain Craighead and Company B of the Rock City Guards. On 8 May 1861 a second flag was presented to the company by Georgina Foster. Two days later Company B, with the Driver cousins and these two flags, went into a camp of instruction at Allisonia, Tennessee, with the rest of the Rock City Guards as part of the First Regiment of Tennessee Volunteer Infantry. In July the Rock City Guards were in Virginia, and in September they were engaged in the Cheat Mountain campaign under Robert E. Lee. During that campaign, one of the flags of the Rock City Guards was captured by an

later, the regiment received a new battle flag of the pattern designed by General Leonidas Polk—blue with a white-fimbrated red St. George's style cross, charged with eleven white stars. It was under that flag that the Driver cousins took part in General Bragg's Kentucky campaign, which culminated at the battle of Perryville on 9 October 1862. At that battle the Rock City Guards suffered approximately 50% casualties. Among those casualties were both Driver cousins. George Driver died of his wounds in a Union Army hospital near Harrodsburg, Kentucky, and is buried in the Confederate section of Spring Hill Cemetery there. Captain Driver's nephew, William O. Driver, recovered from his wounds, and died in 1912 at his daughter's home in Louisville, Kentucky.

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“BEING AT THE TIME A PRINCIPAL ACTOR ...”

Dave Martucci

It isn't often new light is shed on a historic event that alters our understanding of it significantly. However we are fortunate that students of the history of the Flag of the United States can experience such an event. Although some of the new data is obscure and subtle, it is of great interest whenever we can add anything to the early history of the Flag.

As most vexillologists are aware, the American Flag, born in 1777, has undergone just three basic changes in its 228 years. In 1795 it changed from thirteen stars and thirteen stripes to fifteen of each. Then in 1818, the basic form we know today was established: thirteen red and white horizontal stripes, a blue canton bearing a white star for each state, and the addition rule, that is, a new star is added on the fourth of July following admission of a new state.

Much has been written about the third flag resolution. All accounts, however, seem to draw their information from George Henry Preble's 1880 book *History of The Flag of the United States of America*. He relates that a New York Congressman named Peter Wendover spearheaded the legislation on the flag in 1817 and 1818 and that he asked for assistance from a War of 1812 naval hero, Captain Samuel Chester Reid. Wendover's correspondence to Reid is quoted extensively, but none of the responses from Reid, although it is clear that Reid is credited with the basic idea of staying with thirteen stripes to commemorate the original states and having one star for each present state.

In addition, it is clear that Reid submitted three flag designs and a proposal for a national cockade. Preble says the three designs were:

- (1) Merchant flag having the stars arranged in the form of one large star;
- (2) Ensign having the stars in rows; and
- (3) National Standard having the stars in rows in the first quarter, the US eagle in the second quarter, the goddess of Liberty in the

third, and the thirteen stripes in the fourth.

Preble, in fact, gives two different illustrations of the Standard on pages 248 and 343; they show somewhat different designs for the eagle and goddess, with the eagle having stars over its head in the first illustration but not the second and the goddess seated in the first but standing in the second.

The events in Congress at the time are well known: Congress adopted the ideas of Reid but not the designs, except for the Ensign. However, new evidence is now available to show that Congress did not adopt any of Reid's designs, something he never forgot and aimed to fix himself.

The Library of Congress in Washington D.C. has been publishing more and more material to the web. Indexing has been somewhat lacking, but the mere fact that so much material is now available to researchers who cannot travel to the nation's capital is amazing in itself. Recently, I located a letter written by Samuel Chester Reid, Sr. to Samuel Chester Reid, Jr. in 1850 that sheds light on the subject. Here are Reid's own words:

NY Feb. 17 | 50 [1850] ...

In one of your "Pics"¹ somedays ago, I saw an acct. of the raising of a "Flag Pole" &c. in which the writer also gives a chart history of the rise and progress of our present Flag, but does not seem to be acquainted with the whole subject, and for your information I will here state the facts, being at the time a principal actor.

In the year 1818 a certain Mr. Wendover, a good honest Sailmaker was sent to Congress as one of our representatives, and among other things was requested to use his endeavors to have our Flag changed & fixed to some permanent establishment.

Upon my arrival in Washington Mr. W. called on me & stated that he had presented a Resolution for

the aforesaid purpose & that it had been referred to a select com^t of which he was chairman and, as he was somewhat in a dilemma as to how the change should be made, and requested that I would help him out of it & give him my views.

Accordingly I went to work & made a drawing of three flags. The first was to be "the people's Flag" with the stripes & stars. The stripes reduced to 13 which would represent the original number of states under which was gained our independence.

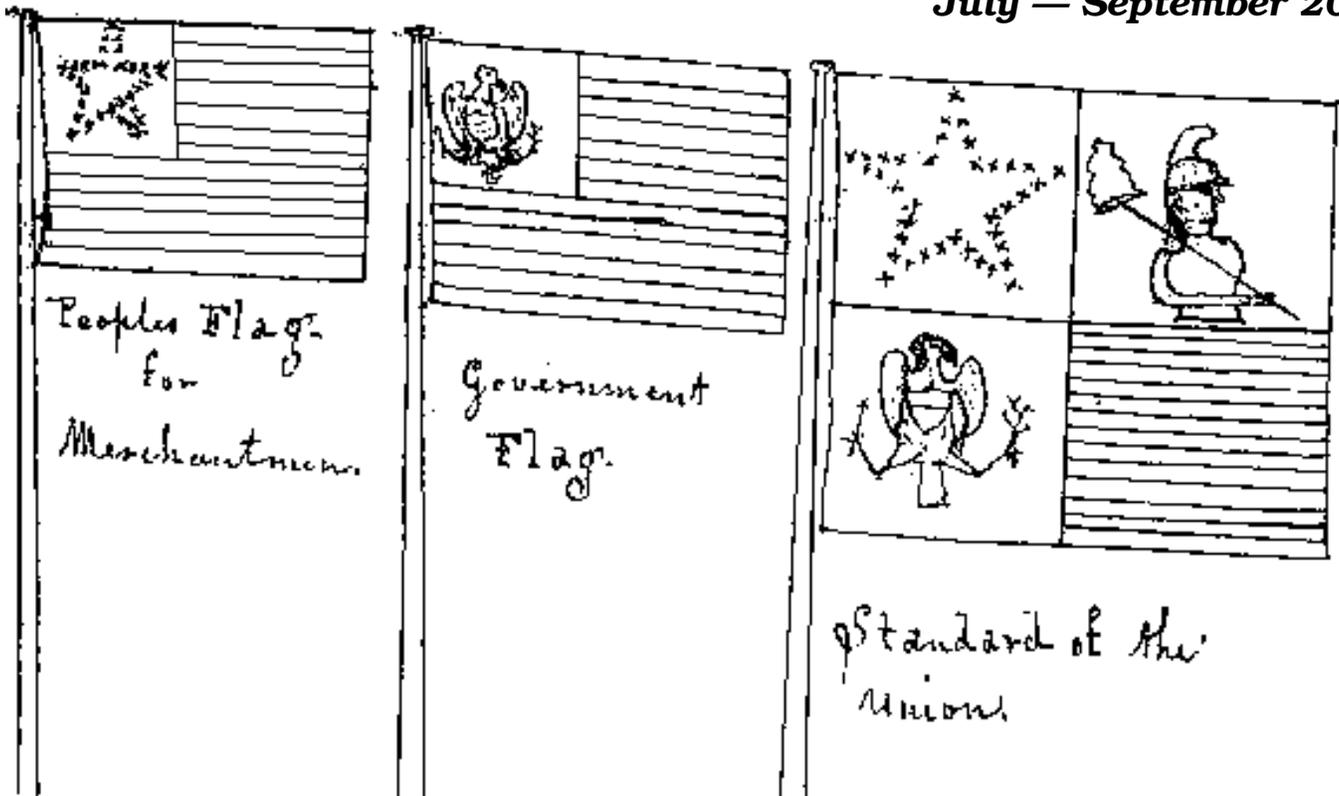
The Stars to be increased to the existing number of states, and to be formed into one great star as forming one great Nation. This Flag was intended to be used by all Merchant vessels & the Nation in general. The second flag was to be "the Government flag" to be used by Ships of war & all other government vessels, Forts, Castles, & all Gov^t Stations. It was simply to have the thirteen stripes in the fly & the Eagle in the union instead of the Stars.

This distinction between a Ship of war or a Gov^t vessel & a merchantman is much needed.

The third flag was to be the "Standard of the Union" or the great National Standard to be used on gala days, to wave over the National Hall, to be hoisted at the installation of our Presidents, Governors, &c. I also pro[po]sed a National Cockade which should have some analogy to the Symbolical representation of our Banner, in lieu of the English black cockade which they took from the ancient Danes. The English, Danes, Russians, Prussians, &c all use the black cockade & why then should we adopt it.

As soon as I am elected to Congress, I shall have all these matters put in their proper shape....

¹ The New Orleans Picayune. His son Samuel worked for this paper for a number of years.



Even better, the letter contains three sketches of flags and one of the proposed cockade. The quality of the image on the net is poor, but I have altered its contrast to show the intended designs more clearly. I have also made my own art from these designs, reproduced in the centerfold of this issue together with the two designs specified by the Navy in 1818 and a portrait and signature facsimile of Reid himself. Also reproduced in color is the sketch Reid himself made of his National Cockade proposal.

Some things to note: both in his text and in his drawing, the proposed "Government Flag" has the eagle in the canton with the shield and the olive branch and arrows, but no stars. He clearly states the eagle is in place of the stars. The same is true of the eagle in the Standard.

Speaking of which, he shows the second and third quarter designs opposite of what Preble shows, that is, with the goddess in the second and the eagle in the third. He also shows the stars on the Standard in the form of one great star, a design obviously of great importance to him.

Reid's sketches are somewhat crude, having a different apparent number of stars (indicated by Xs) in

the Great Star on the People's Flag for Merchantmen and the Standard of the Union, having 33 in the former and 38 in the latter. Obviously in 1818 the number was 20.

Reid doesn't mention the coloring of the Standard so we have to rely on Preble's assertion that the stars and stripes quarters are in their expected colors and the goddess and eagle are on white fields.

The Great Star Flag (called the "People's Flag" by Reid) was actually made by Reid's wife and hoisted over Congress on April 14, 1818, ten days after passing the new flag resolution.

Reid was born in Norwich, Connecticut, 25 August 1783; he died in New York City, 28 January 1861. He obviously intended to run for Congress in 1850.

During the War of 1812 he commanded the privateer brig *General Armstrong*, with which he fought one of the most remarkable naval battles on record at Fayal, in the Azores islands, 26 and 27 September 1814. Although the British eventually captured him and his crew after he destroyed his ship, the action delayed the British attack on New Orleans and gave General Andrew Jackson time to deploy his forces there.

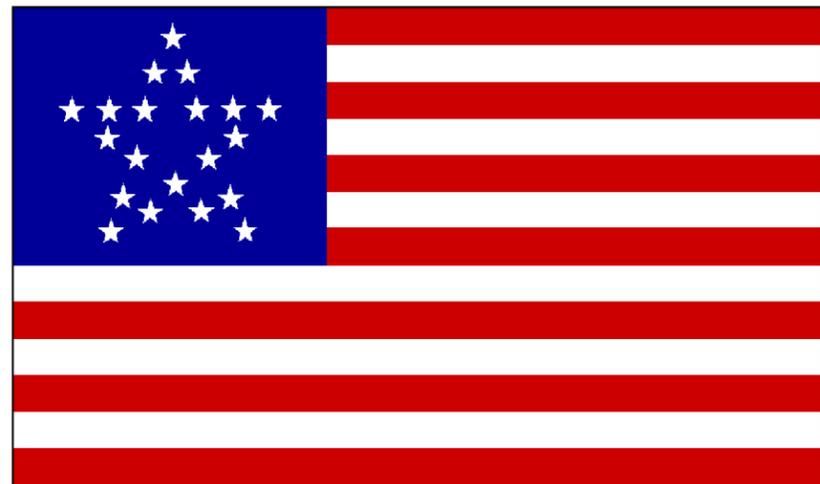
The legislature of New York gave

Reid its thanks and a sword on 7 April 1815. He was appointed a sailing-master in the navy, and held this post until his death, serving, meanwhile, as harbormaster and warden of the port of New York. He invented and erected the signal telegraph at the Battery and the Narrows, regulated and numbered the pilot-boats of New York, and established the lightship off Sandy Hook.

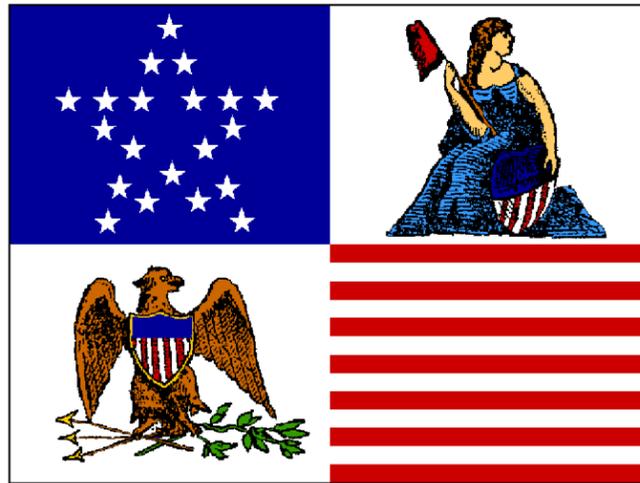
Congress voted him thanks for his services in 1859, shortly before he died. An attempt then to attach a provision that would have established an official star pattern for the flag was not successful.

One unresolved and vaguely related question to all this persists. In May and September 1818, the president of the Navy Board, Jonathan Rodgers, issued specifications for the flag to be used on U.S. Navy ships: it was to bear the stars in rows, (originally staggered but then changed to even rows by order of the President Monroe). Langley says in *So Proudly We Hail* (page 185) that this was "the usual procedure of officially announcing changes in the flag." The question is this: Do earlier letters exist? Do any of them bear on the subject of the flag's design? Start searching and good luck!

Captain Reid's



People's Flag for Merchantmen



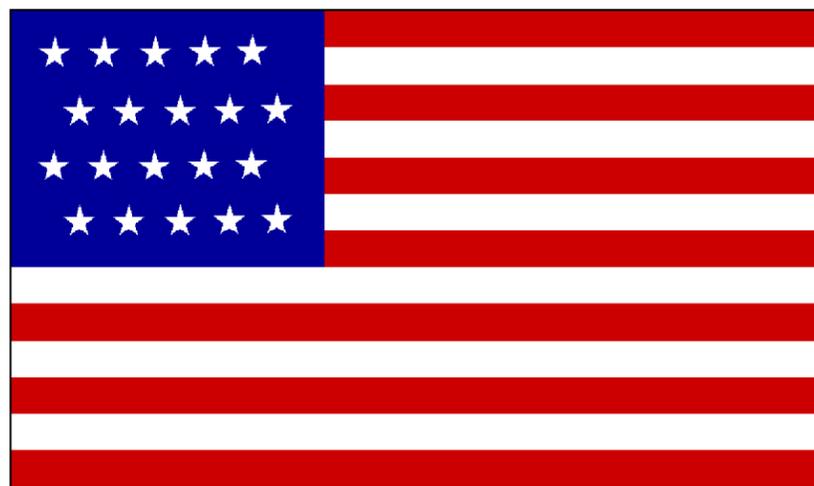
Standard of the Union

Suggestions



Government Flag

U.S. Navy's



May 18, 1818 Circular Letter

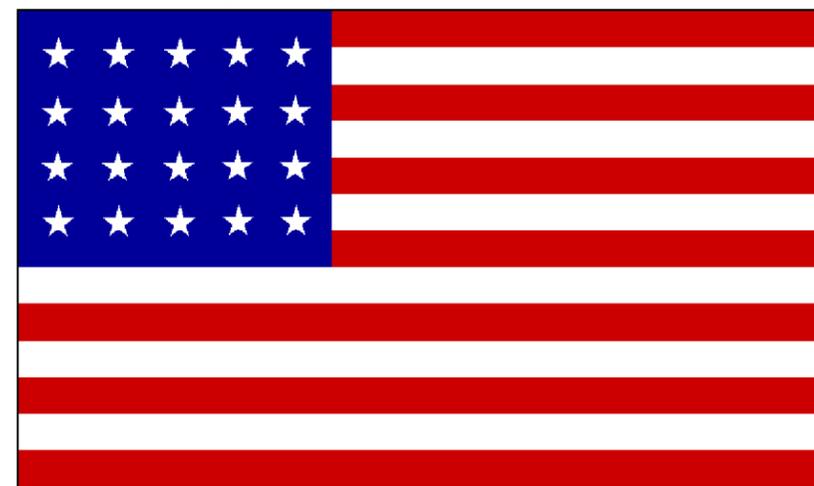


Sam'l Reid



Reid's Cockade Proposal

Regulations



September 18, 1818 Circular Letter

Flag Artwork by
Dave Martucci
Cockade by Sam'l Reid
Painting by
John Wesley Jarvis

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COLOURS OF THE ASSOCIATORS



During the French & Indian Wars, Benjamin Franklin championed forming local units of militia for the common defense. Although the Pennsylvania officials of the day opposed the idea, voluntary organizations known as the Associators were formed and outfitted by public subscription.

In his newspaper, Franklin described the flags of twenty companies of these units. It is commonly thought he designed the flags himself, many of which were reflected in devices adopted later during the Revolutionary War. I know of only one illustration of any of these flags, appearing in *Heraldry in America* by Eugene Zieber. If anyone knows of any other attempts to illustrate these designs, please contact Dave Martucci, vex@vexman.net, 240 Calderwood Rd, Washington ME 04574.

Here are the original descriptions.

The Pennsylvania Gazette,
January 12, 1747/8

DEVICES and MOTTOES painted on some of the Silk Colours of the *Regiments of Associators*, in and near *Philadelphia*.

I. A Lion erect, a naked Scymeter in one Paw, the other holding the *Pennsylvania* Scutcheon. Motto, PRO PATRIA.

II. Three Arms, wearing different Linnen, ruffled, plain and chequed; the Hands joined by grasping each the other's Wrist, denoting the Union of all Ranks. Motto, UNITA VIRTUS VALET.

III. An Eagle, the Emblem of Victory, descending from the Skies. Motto, A DEO VICTORIA.

IV. The Figure of LIBERTY, sitting on a Cube, holding a Spear with the Cap of Freedom on its Point. Motto, INESTIMABILIS.

V. An armed Arm, with a naked Faulchion in its Hand. Motto, DEUA ADJUVAT FORTES.

VI. An Elephant, being the Emblem of a Warrior always on his Guard, as that Creature is said never to lie down, and hath his Arms ever in Readiness. Motto, SEMPER PARATUS.

VII. A City walled round. Motto, SALUS PATRIAE, SUMMA LEX.

VIII. A Soldier, with his Piece recover'd, ready to present. Motto, SIC PACEM QUERIMUS.

IX. A Coronet and Plume of Feathers. Motto, IN GOD WE TRUST.

X. A Man with a Sword drawn. Motto, PRO ARIS ET FOCIS. &c. &c.

Most of the above Colours, together with the Officers Half-Pikes and Spontons, and even the Halberts, Drums, &c. have been given by the good Ladies of this City, who raised Money by Subscription among themselves for that Purpose.

The Pennsylvania Gazette,
April 16, 1748

Continuation of Devices and Mottoes painted on some of the Silk Colours of the *Regiments of Associators* in this City and Country adjacent.

XI. Three of the Associators marching with their Muskets shoulder'd, and dressed in different Clothes, intimating the Unanimity of the different Sorts of People in the Association; Motto, VIS UNITA FORTIOR.

XII. A Musket and Sword crossing each other; Motto, PRO REGE & GREGE.

XIII. Representation of a Glory, in the Middle of which is wrote *Jehovah Nissi*, in English, THE LORD OUR BANNER.

XIV. A Castle, at the Gate of which a Soldier stands Centinel; Motto, CAVENDO TUTUS.

XV. David, as he advanced against Goliah, and slung the Stone; Motto, IN NOMINE DOMINI.

XVI. A Lion rampant, one Paw holding up a Scymiter, another on a Sheaf of Wheat; Motto, DOMINE

PROTEGE ALIMENTUM.

XVII. A sleeping Lion; Motto, ROUZE ME IF YOU DARE.

XVIII. Hope, represented by a Woman standing cloathed in blue, holding one Hand on an Anchor; Motto, SPERO PER DEUM VINCERE.

XIX. The Duke of Cumberland as a General; Motto, PRO DEO & GEORGIO REGE.

XX. A Soldier on Horseback; Motto, PRO LIBERTATE PATRIAE.

One other reference is McMaster, Fitzhugh. "The Colours of the Pennsylvania Associators, 1747-1748." *Military Collector and Historian*, 34 (Winter 1982), pp. 184-185. If anyone has access to this publication, I'd appreciate making arrangements to get a copy of it. Thanks.

UPDATE

In *NAVA News* #185, John Purcell reported on the flags at the Shanksville Memorial to the victims of 9/11/2001. One of the flags he saw there, designed by Donna Martin, was illustrated as a normal rectangular flag. In ads for this flag, it is depicted as a modified three-pointed swallowtail, as shown below.

American Disaster Flag

Made in USA



C. Donna Martin 2001

The Heart is for the heartbreak of America. The stars are for New York, Pennsylvania and Washington D.C. The colors are for the strength and power of our Nation.

Thanks for your Support

www.americandisasterflag.com

Reorders call
724-529-0795

Manufactured in
Uniontown, Pa.

NAVA AWARDS CONSERVATION GRANT

NAVA 39 organizer and Flag Conservation Committee member Devereaux D. Cannon, Jr. (from Portland, Tennessee) recently presented a NAVA flag conservation grant to the Tennessee State Museum in Nashville. In announcing the award, committee chairman Dick Clark described the recipient as a very special flag in the museum's collections. "We are pleased to recognize the museum's flag conservation efforts with a \$300 grant to help with the conservation of a Hardee-pattern battle flag of the 5th Confederate Infantry dating from 1862-64. This grant recognizes the significance of the flag and the quality of the institution's work."

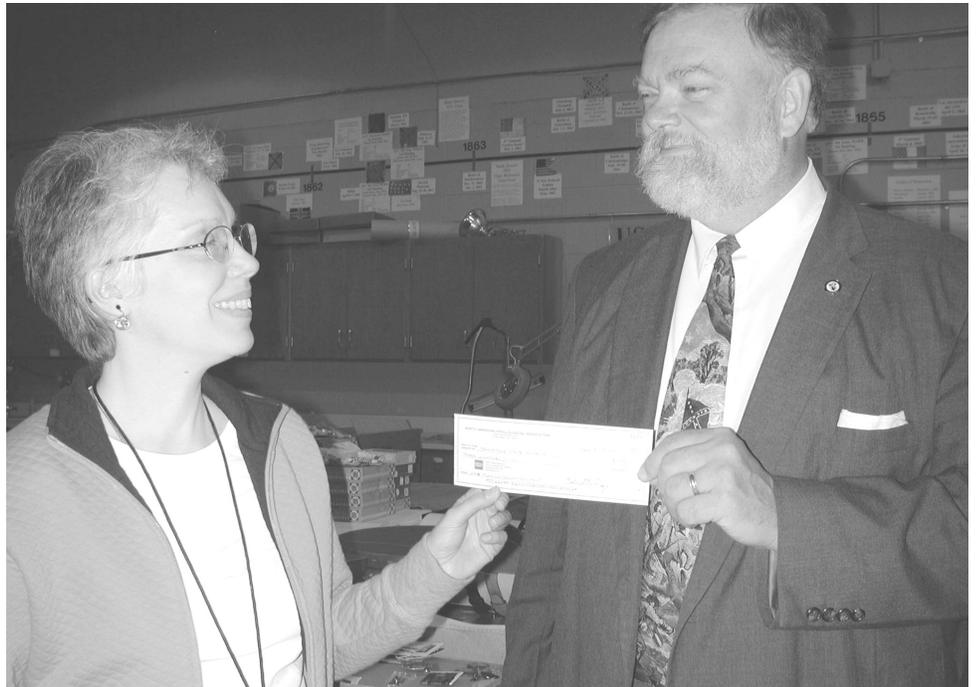
The committee selected the flag because of its importance among Civil War flag patterns (the flag of Hardee's Corps, Army of Tennessee), the urgency of treating it (conservators have identified it as the flag most at risk in the collection), and the extensive work planned for it (including materials analyses, documentation, removing adhesives, humidifying, encapsulation and mounting for display.).

The committee's grant funds are contributed by NAVA members specifically for flag conservation.

Candace J. Adelson, Senior Curator of Fashion & Textiles, describes the flag's condition: "The flag appears to be heavily souvenired. The white paint layer is cracked and soiled but appears stable; the blue paint layer is flaking and fractured, and may be unstable; the brown ink on the disc has bled into fabric. The flag itself is unstable, actively deteriorating, and needs immediate treatment."

Dr. Adelson says "I have heard that NAVA will be meeting here in Nashville in October and look forward to showing off some of our flags at that time. We are also honored by NAVA's support of our flag conservation efforts, which are in a fledgling stage at this point." The collection totals over 400 flags and banners, including over 70 from the late 18th century to about 1870, with a special emphasis on Civil War items.

"NAVA's flag conservation effort", states committee chairman Dick



NAVA First Vice President Devereaux Cannon (right) presents NAVA's grant to Dr. Candace J. Adelson (left) of the Tennessee State Museum for conservation of the 5th Confederate Regiment Color (below).



Clark, "is our way of becoming actively involved in preserving and displaying of historic flags—our primary resources for vexillological research. We urge every NAVA member to contribute. Checks should be made payable to NAVA, with a notation 'for Flag Conservation'." Previous grants have supported the Museum of the Confederacy's Flag Conservation Program and the work of the Old Capitol Museum (Jackson, Mississippi) to restore a 20-star U.S. (great star pattern) flag.

NAVA 39 FLAG ANNOUNCED

The flag for NAVA's 39th Annual Meeting was designed by NAVA member James W. Ritchie of Elizabethton, Tennessee.

The inspiration for it is the flag of the State of Tennessee. NAVA 39 is being held in Nashville, Tennessee, in the centennial year of the adoption of the Tennessee flag. The fimbriated blue stripe on the fly of the Tennessee flag was moved and reshaped to form the

"V" of vexillology, and the Tennessee tri-star badge shifted up to be centered above the "V".





The present-day flag of Pitcairn Island (adopted in 1984) is a blue British Ensign bearing the arms of the island. They are light blue at the top with a green base separated by a gold chevron. On the base section appears a bible and a gold anchor. The crest is a mountain on which is a wheelbarrow and a plant, all sitting on an heraldic wreath of gold and green. The crest is shown sitting on a steel helmet and with green and gold stylized mantling.

The heraldic description of Pitcairn's Coat of Arms, which was granted by Royal Warrant on 4 November 1969: "Azure on a Pile in base Vert fimbriated Or a representation of the Bounty Bible proper and in base of the Anchor of H.M.S. Bounty Or. And for the Crest on a Wreath Or and Vert on a Mount Vert a representation of the Pitcairn Island Wheelbarrow in front of a Slip of Miro leaved and fructed proper."

William Driver continued from page 5

The state of Wisconsin has long owned a Polk-style battle flag believed to be the flag of the First Tennessee Volunteers captured at Perryville by the First Wisconsin Infantry. This attribution has been called into doubt by the veterans of the First Tennessee themselves. Wisconsin loaned the flag to Tennessee in the early 1900s for a Confederate veterans reunion. At that reunion, the First Tennessee veterans denied that the flag was theirs, saying that their flag has been torn to ribbons by the rifle and artillery fire that they endured at Perryville. The flag from Wisconsin is not very badly damaged. So it is likely that the flag under which Captain Driver's son fought and died at Perryville no longer exists. But the flag owned by Wisconsin, which is now on loan to the Tennessee State Museum, is the same style and construction as that used by the First Tennessee.

Another part of Driver's story of

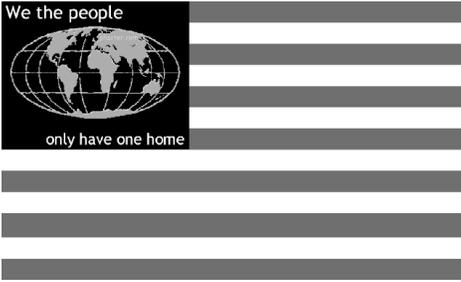
ten goes untold, one of which he was exceedingly proud: his connection with Pitcairn Island.

The Pitcairn story begins with the famous mutiny of the crew of the *HMS Bounty* in 1789. The final destination of the mutineers and their Polynesian wives was Pitcairn Island, which they reached in January 1790. There they lived cut off from the outside world for 25 years, until their settlement was discovered by *HMS Briton* and *HMS Tagus* in September 1814. By that time, the British Admiralty was not very interested in prosecuting the surviving mutineers. The Pitcairners, however, eventually desired emigration, and the islanders all set sail for Tahiti in March 1831.

They were welcomed by the Tahitians but they felt homesick. Soon, they began to suffer from infectious diseases to which they had little immunity. Within a month of arriving in Tahiti, Fletcher Christian's son, Thursday October Christian, the

first child born on Pitcairn and the oldest member of the community, died. His was the first of a heavy toll of deaths. Efforts were made to arrange for their return to Pitcairn. Finally, Captain William Driver of the Salem whaler *Charles Doggett* arrived at Tahiti and offered to take the remaining sixty-five Pitcairners back to their island home for a total of \$500. The community immediately organized a subscription to which the Pitcairners contributed by selling blankets and other necessities. Captain Driver sailed with them from Tahiti on 14 August 1831, and reached Pitcairn on 3 September. Some sources say that Driver lost money for his ship's owners on this mission, and that he lost his command because of it. (The fact that he did not retire from the sea until six years later, however, seems to belie that tale.)

Captain Driver was proud of his action regarding Pitcairn Island, so much so that he left two monuments to it. One was in the name of his last-born son. Thomas Pitcairn Driver was born in Nashville on 10 September 1858. Sadly, he died nine months later, and is now buried in City Cemetery near his famous father. The other monument is Driver's own tombstone. This stone was design by Driver himself several years before his death in 1886. It is in the form of a tree trunk with a ship's anchor carved on one side. The inscription reads: 'A master mariner; sailed twice around the world; once around Australia; removed the Pitcairn people from sickness and death in Taheita [sic] to their own home on September 3, 1831. Then sixty in number, now twelve hundred.' Near the preceding inscriptions are the words: 'Trust in the Lord and do good; so shalt thou dwell in the land, and verily shalt thou be fed.' Toward the bottom is carved: 'I never wanted since' and 'His God, his country, his ship and his flag, "Old Glory."'. While Captain Driver died almost 100 years before Pitcairn Island had a flag of its own, the Pitcairn flag should be a prominent feature of any vexillological discussion of Captain William Driver.



RAVEN Publishes Volume 12

With its 2005 issue *Raven* continues its standard format: several excellent articles on varied flag topics. Three were first presented as papers at NAVA 38 in Indianapolis; they represent the pinnacle of vexillological scholarship in North America. A fourth helps commemorate the bicentennial of the 1803-1806 Lewis & Clark Expedition, contributed from the perspective of European eyes and taking *Raven* from inter-national to intercontinental.

**“Sacred Emblems of Attachment”:
The Lewis & Clark Expedition,
American Nationalism, and
the Colonization of the West**

Heinz Tschachler, Associate Professor of English and American Studies at the Univ. of Klagenfurt, Austria.

As the U.S. commemorates the bicentennial of the 1803-06 Lewis & Clark Expedition, this essay explores nationalistic rituals, celebrations, and public displays of nationhood both in the expedition and its immediate aftermath. In the invented traditions deployed in colonial encounters with Native Americans, the U.S. flag articulated the national pride of the young republic and the newly acquired sovereignty of the United States over the native populations and their lands.

**Betsy Ross: An American
Legend and Patriot Revisited**

John B. Harker, fifth-generation descendant of Betsy Ross—Massachusetts/Florida.

A family member examines the legend of Betsy Ross's role in the creation of the first American flag and how that legend became overwhelmingly popular. Previously little-known and unknown evidence shows Betsy Ross was well known during her lifetime, much earlier than the 1870 William Canby lecture. Such celebrity is strong support for what has been, until now, considered only a family “myth”.

Raven is a benefit of membership in NAVA.

To the Editor,

I write with interest in the flags of Johnston Atoll, Palmyra Atoll, Navassa Island, and St. Eustatius Island. Have there been any proposals for the following U.S. Territories to have their own distinctive flags: Baker Island, Howland Island, Jarvis Island, and Kingman Reef?

John Moody

189 Williams Street
Kaiapoi, Canterbury, New Zealand
johnmoody431@hotmail.com

More from the Blogosphere

Dave Martucci

It is hard not to notice the countless numbers of weblogs or ‘blogs’ that have cropped up on the Internet. Interestingly, many of them use flag images to make a point.

On http://www.phaster.com/imho/we_the_people.html, Ben (surname unstated) blogs about current situations, which he believes rise from mankind’s refusal to understand how interdependent humans are. He displays a flag based on that of the U.S. with the stars replaced by a light green outline map of the world and two inscriptions in white letters, “We the people” at the top hoist of the canton and “only have one home” at the bottom fly corner of the canton.

To the Editor:

The January-March 2003 issue of *NAVA News* was very helpful to me in my 8th grade class because of the Swastika article. Two students see the swastika as a sacred symbol—one is a Buddhist from South Korea and the other is a Hindu from India and the latter talked about the importance of this symbol at the Hindu festival of Diwali. The *NAVA News* article backed up the kids talking about an ancient symbol and defused what could have been a volatile situation. I also showed the kids Apache baskets and Navajo Blankets from the 19th Century with the same symbol. The kids did have a hard time buying the Isle of Man flag as being similar to the others.

Jerry Kelly
Auburndale MA
baffin89@aol.com

**The Genesis of the
“Stars and Bars”**

Devereaux D. Cannon, Jr., current NAVA first vice president and a leading authority on Civil War Flags—Nashville, Tennessee.

The competing claims of two designers of the first flag of Confederate States of America have never been resolved. This paper, explains the history of their dispute, weighs the evidence supporting their cases, and explores the possibility that the actual genesis of the Stars and Bars may have arisen from an altogether different source. This paper received the 2004 Captain William Driver Award.

**The American City Flag
Survey of 2004**

Edward B. Kaye, editor of Raven and coordinator of NAVA’s flag-design surveys—Portland, Oregon.

Nearly 500 respondents to an Internet-based poll rated the designs of the 150 city flags documented in *Raven* 9/10, *American City Flags*, as NAVA followed its “hands-off” scholarly effort on city flags with a “hands-on” survey of their quality, with spectacular results. The survey validated the basic principles espoused by *Good Flag, Bad Flag*, and triggered extensive nationwide press coverage.

Confederate flags 100% Australian made suit retailer dealer 11 inch x 16 inch hemmed headed AUD\$6.00 each. Email flagman@austarnet.com.au

MEMBERS SHOW THEIR FLAGS



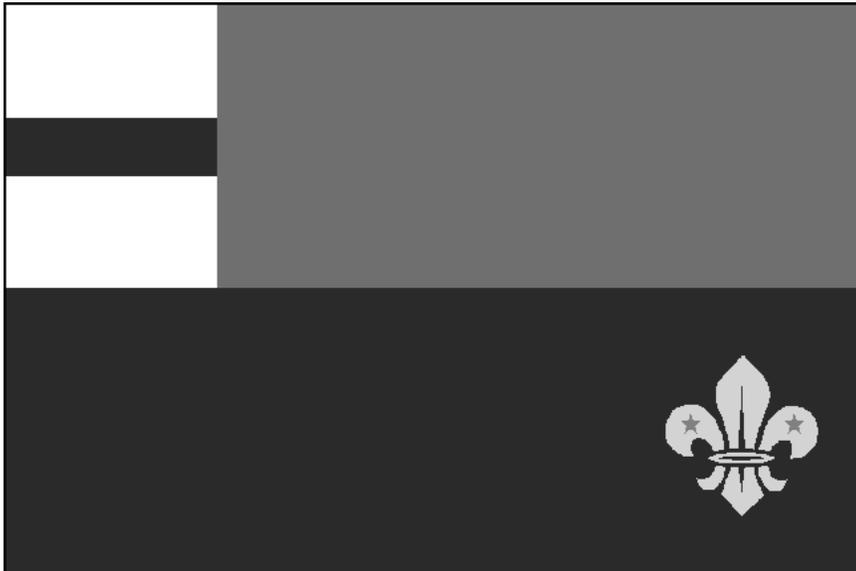
Mr. Phil Allen
Berkeley, California

Gold devices on a field of midnight blue. The G stands for God; the comet for 'Maybe; Maybe Not'.

Phil's previous flag was highly unusual in that it could not be viewed without obliterating the viewer.

Mr. Jim Brown
Richmond, British Columbia

Red over blue. Red representing Canada. Blue representing Scottish heritage. The two white rectangles extending 1/4 of the length of the flag, represents his two children. The yellow fleur-de-lis with two green stars represents a long-time commitment to the Scouting movement. The narrow blue stripe is for his wife and step-son.



Mr. John D. Turner
Nashville, Tennessee

The gold "T" represents his surname, the gold eagle and crossed cannon his interest in the US Civil War and Turner ancestors that fought for the Union. The blue, white, and red field (divided diagonally from upper hoist to lower fly) shows the national colors of the United States.



As a service to its members, NAVA offers a registry of their personal or organizational flags. Please send a line drawing, sketch or other illustration, or a photograph for inclusion in the Registry, along with its meaning and symbolism to: **NAVA Member Personal Flag Registry, PMB 225, 1977 N Olden Ave Ext, Trenton NJ 08618-2193 USA.** Graphics and photographs in GIF or JPG format may be emailed to navanews@nava.org.



FROM NAVA'S PRESIDENT

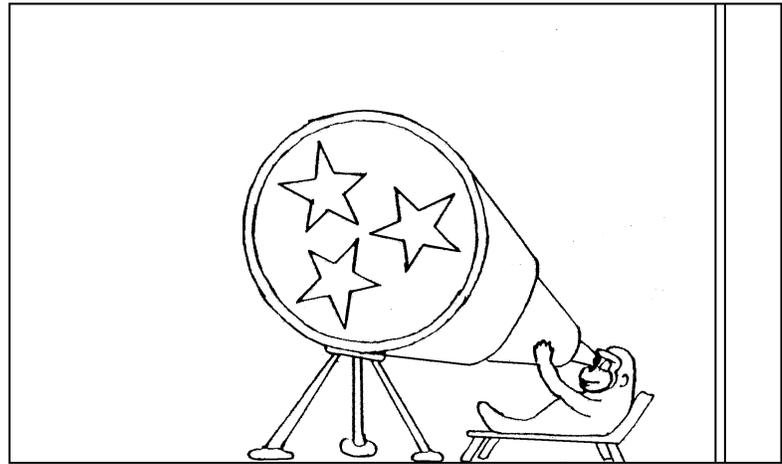
Dear Fellow NAVites,

NAVA 39 is only a few weeks away, and is shaping up to be another great meeting. Thanks to Devereaux Cannon and his organizing team, we're looking forward to an interesting weekend in Nashville.

I've asked Devereaux to include some time in the NAVA 39 schedule for a discussion (separate from the presentations and the business meeting) specifically devoted to the subject of NAVA itself – where we are and where we should be going. I hope that we can focus on two aspects of our organization's future: 1) supporting the flag-related interests and activities of our members, and 2) maintaining our position as a source of expertise about North American and other flags. If you're interested in helping to chart NAVA's course over the next few years, please come and bring your thoughts and ideas. (If not, this will be some extra time to sleep in or sightsee!)

We've received a formal proposal from Jim Ferrigan and Ted Kaye to hold NAVA 40 in Reno and Carson City, Nevada, on 13-15 October 2006. (The meeting would be officially known as the "North American Vexillological Association Desert Assembly" or "NAVADA.") This promises to be an unusual and interesting milieu, with lots of flag-related things to do and see. We'll have a more detailed report in Nashville, and the board will vote on the proposal at that time.

Our new webmaster, Shane Sievers, is settling into the job and has already made some significant improvements to the web site. The next step is a major overhaul of the actual site content, which will commence as soon as we can find someone to take on the job of web editor. The web editor will play the same role with respect to the web site that the *Raven* and *NAVA News* editors play with respect to their publications – vetting and organizing content, and working with the webmaster ("publisher") on format and presentation.



© 2005 Michael Faul

Chumley the Vexi-Gorilla™

... Is the creation of Michael Faul, editor of *Flagmaster*, the distinguished journal of the Flag Institute in the United Kingdom. To a field not

often blessed by humor's grace, Mr Faul brings a delightfully light touch, deep vexillological roots, and sparkling whimsy.

This will be an interesting and challenging job – if it sounds like something you might like to try, please let me or one of the other board members know! Note that the editor does *not* need to have experience with the "bits and bytes" aspects of the web site – we already have a well-qualified webmaster to take care of those.

I know that many of you get glassy-eyed when the subject of NAVA governance arises, but there's a particular issue on which I'd like to hear some input from the membership. Several people have asked me why, unlike most organizations, we limit voting to members that are physically present at meetings, instead of allowing write-in and/or proxy votes. From discussions with my Blue Ribbon Panel, and others, the answer seems to be "because we've always done it that way." More precisely, the authors of our bylaws never envisioned that NAVA become a continental organization with members all over the world. Proxy or write-in voting would involve some additional administrative work, and possibly some additional costs, but it would certainly be doable. What do you think? We'll discuss this at NAVA 39 and, if the sentiment is in favor of a change, we'll put it to a vote as a bylaws amendment at NAVA 40.

See y'all in Nashville!
Peter Ansoff, President
pres@nava.org

NAVA News

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VEXILLOBAIRES
2005



Recoleta Cultural Center, site of the 21st International Congress of Vexillology



Mike Clingman of South Africa and NAVA member Harry Oswald model their Ultimate Flag Jackets.



Argentine flag seller in front of the Casa Rosada (presidential palace).



Ted Kaye next to the flags of Argentina and Buenos Aires.



Michel Lupant, FIAV president, opens the proceedings.



Gus Tracchia, NAVA member and prime US contact, translates into his native Argentine.



FIAV Board: Graham Bartram, Michel Lupant, and Charles "Kin" Spain.



"Future of Vexillology" panel. Left to right: Ralph Bartlett, Whitney Smith, Jan Oskar Engene, Sebastian Herreros, Anibal Gotelli, translators.



Dr. Whitney Smith, enjoying the 40th anniversary of the first International Congress of Vexillology.



Monument to the Flag at Rosario.

**Photos by
 Ted & Rob Kaye**



Flags of the members of FIAV.



Military band from Historical Regiment No. 1 ("Patricios of Buenos Aires") at the opening ceremony.



Andreas Herzfeld (left) and Gerd Vehres (right) of the German Vexillological Society (DGF) accept the gavel and flag of FIAV from President Michel Lupant and invite delegates to attend 22 ICV in Berlin in 2007.



Closing ceremony, with Alberto Perazzo and Anibal Gotelli (the local organizers from AAV and CIDE) presiding, and the FIAV officers looking on.