ON Saturday, March 22, 1980, a two-acre American flag measuring 210 feet in height, 411 feet in length and weighing approximately seven tons was spread out on the Evansville, Ind., airfield where Anchor Industries Inc. had assembled this one-of-a-kind complex, engineered textile structure. At the end of the ceremony, which involved thousands of citizens of Evansville including hundreds of awestruck Brownies and Cub Scouts, the flag was carefully folded and loaded onto a special van decorated with painted American flags.

The van, identified as the “Flag Ship,” carried the flag through many communities enroute to the Verrazano-Narrows Bridge in New York where it is to be flown on national holidays as a companion symbol to the Statue of Liberty and as a gift to the American people to inspire a rebirth of pride and love of our country.

This spectacular flag, which will be an inspirational symbol to all who have the opportunity to see it, has special significance to the textile industry and to the team that worked together for more than a year to create this remarkable structure. The greatest challenge was to select the appropriate fiber composition, the fabric construction, the dyes and dyeing system, heat setting conditions and the thread, seam design and reinforcing tapes, and then to test all of the components to assure that this immense sewn textile structure would perform as required on exposure to wind, weather and atmospheric contaminants on the bridge.

The Challenge

This project is the story of a volunteer committee of many technical people representing some of the major fiber producers, textile and chemical companies and suppliers to the end products industries. The textile industry’s involvement began in February 1979 when Len Silverfine, originator of the Great American Flag idea and president of the Great American Flag Fund, called the writer to ask for technical assistance in building a two-acre flag. After a spontaneous reaction of “You have got to be kidding!” Fortess and Silverfine settled down to discuss how the Great American Flag Fund, which had no funds at all at that time, could gather together an expert team of textile and engineering specialists, and on a voluntary nonprofit basis, create this unique structure at no expense to the fund.

Silverfine did not know at that time that this was standard procedure in the textile industry, practiced for decades by AATCC technical committees and ASTM’s Subcommittee D-13 on Textiles. But this time we didn’t have five years to develop a standard test method which by interlaboratory testing and consensus voting could be agreed upon after numerous revisions. We had a target date of February 1980 by which time we would have to assemble each of the component parts for testing in the laboratory. We could only assume that the completed flag would be able to be raised and lowered for ten or so days a year on appropriately selected national holidays over a period of 10 to 15 years.

The Team

- About 20 telephone calls later, and after several ensuing months of preparation, it was possible to call the first meeting of the Textile Technical Committee. The Revlon Corp., the first supporter of the Flag Project, had given Silverfine an office and telephone, and the first meeting took place in Revlon offices in Central Manhattan.

The key technical person present was Herbert Rothman, senior member of Weidlinger Associates, engineering consultants, who had designed the Verrazano-Narrows Bridge. Rothman and his associates were there to assure that the flag design was compatible with the bridge and that the steel rigging which would be used to keep the flag from being entrapped by the vertical steel cables of the bridge, as well as the system for raising and lowering the flag, was designed into the flag structure.

Also present was Robert Martin, chief engineer of the Verrazano-Narrows Bridge representing the Triborough Bridge and Tunnel Authority, which would have the responsibility of maintaining the flag once it was erected.

Rothman, Silverfine and Martin had painful memories of the 1.7-acre flag which had been raised on the bridge on Flag Day in June 1976 in preparation for the July 4 Bicentennial Celebration, and which had been torn to shreds by a mild wind because the flag was blown against the bridge’s steel cables and could not be lowered by hand. This memory was clearly in the minds of all of the members of the textile industry representatives at this first meeting.

The initial textile industry team consisted of: Edward Kubu of Allied Chemical Co.’s textile fibers division, Norman Vandervoort of Belding-Corticelli Corp., J. Donald Keen, Robert Sultz and Gilbert Bell of Celanese Fibers Marketing Co.’s industrial application division, Peter Kennedy and Gary English of the Du Pont Co.’s textile fibers division, Robert Leonard of Milliken and Co.’s industrial division and John Skoufis of Sandoz Colors and Chemicals. The writer acted as co-ordinator of the committee. Each of these people had the support of their re-
The Great American Flag (cont.)

From: Textile Chemist and Colorist
July 1980 / Vol. 12, No. 7

spective companies to participate, and each member ultimately represented a team within their company.

Before the first meeting of the committee, the fabric to be recommended for use had been selected based on testing at PCT&S by Prof. Herbert Barndt of nine industrial fabrics whose properties (strength, weathering characteristics, air permeability, etc.) were defined by the bridge engineers. The major tasks of the textile committee, once they were in agreement to select a 13.5 ounce per square yard, raschel knitted fabric, knitted with 1000 denier industrial polyester filament yarn, was to set up two teams.

The first team, under the direction of John Skoufis, supervisor of applications research for Sandoz, had the responsibility to select appropriate dyes and dyeing system and finishing and heat stabilization conditions for the 12,000 square yards of the fabric, to select a commercial dyer and to assure that the red and blue shades matched the official flag colors approved by U.S. Army laboratories at Natick, Mass. The second team, co-ordinated by J. Donald Keen, end-use marketing manager for Industrial Sales at Celanese Fibers Marketing Co., had the responsibility to select the proper thread, seam designs, reinforcing tapes and connecting links to the rigging, and to find a qualified company to fabricate the complex engineered structure.

Before the end of the committee's first meeting, a timetable was established by which each phase was to be exposed on the bridge. For strength, it had to be either polyester or nylon filament yarn. Poly­ester was given preference because of its greater resistance to weathering, to sunlight degradation and to atmospheric contaminants (O₃, NO₂, SO₄).

An Engineered Structure

Quite separate from the symbolism of the flag is its properties as a complex textile structure designed to perform a variety of functions in order for it to retain its original appearance and usefulness over a period of 10-15 years. The first set of specifications for the flag and all of its components had to be related to the stresses and weathering conditions and the atmospheric contaminants to which it would be exposed on the bridge. For strength, it had to be either polyester or nylon filament yarn. Polyester was given preference because of its resistance to weathering, to sunlight degradation and to atmospheric contaminants (O₃, NO₂, SO₄).

Nine industrial fabrics were selected for preliminary testing. We had been given a target by the bridge engineers of a minimum of 100 pounds per linear inch for the fabrics and the seams. The six nylon woven fabrics tested were all strong enough initially but could be expected to deteriorate at a faster rate than the equivalent polyester fabrics. Three of the fabrics were raschel knitted fabrics made from 1000 denier, 292 filament, bright, high tenacity polyester yarn. In addition to having sufficient strength, the 13.5 ounce per square yard raschel knitted polyester fabric which was selected had more than 200 cubic feet/square foot/minute of air permeability which was considered a very necessary property if the flag was exposed to winds up to 40 mph. In addition, the raschel knitted fabric had a 50% stretch in the width direction which would be the vertical direction in the flag. This would permit some ballooning so that the flag would have the appearance of billowing.

The raschel knitted fabric from Milliken’s industrial division was already being produced commercially for use as grass catcher bags on lawn mowers. About 12,000 pounds of the polyester filament yarn was made available by Allied Chemical Co. through the efforts of Ed Kubu, and the more than 11,000 linear yards of 50 inch wide raschel knitted fabric was made available through the efforts of Bob Leonard, with the full approval of Roger Milliken.

John Skoufis carried out the laboratory dyeings needed to select recipes for the red and blue shades and carried out pilot plant pressure jet dyeings in the Celanese facilities in Charlotte, N.C. These dyeings resulted in the approval of the shades by the Army’s Natick laboratories. The commercial scale pressure dyeing, silicone finishing and heat treatment, was carried out at the Spectrum Fibers Inc. at Kings Mountain, N.C., at no cost to the Great American Flag Fund.

It was clearly understood from the beginning of the project that the thread, seam design and properties and reinforcement components would be critical to the successful performance of the flag. Don Keen of Celanese, with the active participation of Norman Vandevoort of Belding Corticelli, Bob Leonard of Milliken and Gilbert Bell of Celanese, selected the polyester sewing thread and the polyester automobile safety belt tape which would be used to reinforce the flag every 50 feet as the vertical load bearing component, sandwiching the fabric to provide the strongest reinforcing element in the flag.

To raise and lower the flag and to control the tension, Herbert Rothman and Weidlinger Associates designed a special rigging with stainless steel spreader bars going through holes in the flag every seven and one-half feet in the nine vertical tapes. The edges of the holes were reinforced and the loops of the seat belt tapes were expressly designed to hold the spreader bars.

To select a fabricator for the flag, the committee surveyed seven industrial textile products companies. Anchor Industries was chosen on the basis of its equipment, space and exceptional enthusiasm for the project. John Daus, president of the company, and Eric
The Great American Flag (cont.)

The Great American Flag will mean different things to different people. It is the hope and expectation that the flag will be an inspirational symbol to all Americans and will heighten our pride in the significance of such monuments as Bunker Hill, the Liberty Bell and especially the Statue of Liberty. We expect that the millions of people who saw the “Flag Ship” on its way to the bridge share with pride this unique symbol.

The flag will have special meaning to those men and women in the textile industry who joined together in this voluntary, co-operative effort. At their own expense, with the full support of their companies, they created this one-of-a-kind textile structure.

Soelter, vice-president and production manager, became members of the Textile Technical Committee and jointly worked out the details of the more than a dozen separate elements of the flag. The fact is that by March 22, the two-acre flag had been assembled with detailed concern for the performance characteristics of many component parts not normally experienced by the textile industry. To obtain some preliminary assessment of the ability of the component parts to withstand the winds at the Verrazano-Narrows Bridge, Anchor Industries created a prototype structure 26 feet high and 100 feet long which contained such important elements as the reinforced center holes, the reinforced edge connectors, lock stitched (four rows) vertical webs (web on both sides), flat-flat selvage chain stitch (four thread, joining seam) fold-fold bias seams (for the stars), and double webbing reinforcement of the flag edges.

This prototype structure was erected under the Verrazano-Narrows Bridge, attached to three telephone poles, to test its exposure to winds up to 45 mph. On-site inspection revealed that the raschel knitted construction was in fact very permeable to wind, and that the seams and reinforced edges and vertical tapes were able to withstand the stresses during the several weeks of continuous exposure. In spite of heavy rains and at least one snowfall, there was no color bleeding from the red and blue stripes onto the white stripes. If anything, it was the judgment of the technical task force that the flag, had been overconstructed in order to build in a structural safety factor.

In Conclusion

The textile industry can be justifiably proud of its contribution to the construction of the Great American Flag. In one way or another, we are all a part of it.

b) Belding Corticelli Corp. for the sewing thread and expertise.
• Southern Weaving Corp. for the polyester reinforcing tape.
• Anchor Industries Inc. for putting together this complex structure at cost.
• Phillips Fibers Corp. for 10,000 square yards of nonwoven tarpaulin ground cover on which to spread the flag.
• The Du Pont Co. for providing the neoprene coated Nomex fabric to serve as the protective storage container for the flag.
• Philadelphia College of Textiles and Science for the laboratory testing of colorfastness and physical properties.

Each of these companies will be a “Star Sponsor” and one of the 50 stars will be identified for each of these contributors. Many more star sponsors are expected to come from the textile and related industries.

It should be a source of special satisfaction to the members of AATCC and to the readers of TEXTILE CHEMIST AND COLORIST that the successful work of the flag’s technical committee was patterned after the way in which AATCC technical committees operate. In addition, the colorfastness and weathering properties of the flag were evaluated by means of AATCC test methods.

The textile industry can be justifiably proud of its contribution to the construction of the Great American Flag. In one way or another, we are all a part of it.

• Allied Chemical Co. for the polyester yarn.
• Milliken and Co. for the knitting and the heat treating.
• Sandoz Color and Chemicals for the dyes and the dyeing.
• Spectrum Fibers Inc. for the pressure dyeing and the silicone finishing.
• Celanese Fibers Marketing Co. for providing the tapes and covering the cost of the assembly of the flag.

MEMBERS OF THE TEXTILE TECHNICAL COMMITTEE include (from the left) Norman Vandervoort of Belding Corticelli Corp.; Len Silverline, originator of the Great American Flag project and president of the Great American Flag Fund; J. Donald Keen of Celanese Fibers Marketing Co.; Robert Leonard of Milliken and Co.; Fred Fortress of the Philadelphia College of Textiles and Science; Anthony Miceli of PCTS; Mike Chucta of Clark Equipment Co.; and Herbert Rothman, senior member of Weidlinger Associates, engineering consultants.
W.W. RIDGWAY, NAVA’s “Veep”  
by Dorothy Hite Claybourne

Described as “affable, enthusiastic, modest, energetic, hard-working, and willing,” W.W. “Woody” Ridgway has suddenly risen from the ranks of NAVA to become its Vice-President at NAVA-14 last October.

Woody was born to Mr. and Mrs. P. P. Ridgway of Bradenton, Florida on May 29, 1920. He attended schools in Bradenton, and in 1942 went into the U.S. Air Force, serving for four years as a regular and for seven in the active reserves.

As Americanism Chairman, Woody became active in the American Legion in 1946. Later he held all offices in the local post, and elective office on the state level, and an appointive office on the national level. “Through these activities,” Woody states, “I became interested in the history of the American flag.”

His collection of flags began, when after making a speech at a PTA meeting, he was presented with a 3’ x 5’ 13-star U.S. flag of approximately 140 years of age. This first flag has now been augmented by 199 more flags, and perhaps more than the 200 as I write this profile. The collection includes reproductions of Colonial flags, flags of the American Revolution period, of the Civil War period, one each of the 27 authorized designs, and all the state flags, as well as flags of the early French and Spanish explorations. His most recent flag project concerns the flags of Kansas, the state, its counties and cities.

Woody admits to maintaining a very busy schedule with his collection, making presentations to numerous school assemblies throughout the year. He also speaks regularly before Boy and Girl Scout groups, and church and civic organizations. In addition, Woody has displayed his flags in local libraries, museums and art fairs and has also been on local television talk shows. In 1976 he was given the “Patriot of-Today Award.”

In 1979 NAVA’s future vice-president read an article by Whitney Smith on flag research in the Kansas City Star. He initiated a correspondence with Whitney which led to his becoming a member of NAVA in 1976. The following year he went to his first meeting, a joint conference with the FIAV, in Washington, D.C., and has attended all subsequent seminars. His first talk at a NAVA conference was in 1979 when he discussed his experiences in public speaking about flags, a talk with the heart-warming and sincere title “Your Vexillogical Slip Is Showing.”

Woody tends to get carried away, for instance with his research for his speech at NAVA-14. He accepted the speech assignment from the program chairman with his usual cooperative alacrity, almost immediately going into action. He spent so much time at it that his patient wife Helen became a library widow. He called his talk “A Corps of Discovery,” because, he told me, “that was the way the men of the Lewis and Clark Expedition referred to themselves.” Woody’s subject, specifically, was, of course, vexiologial: What was the design of the flags given to the Indian tribes by the men of the Expedition?

Reader, did you know that all the men in the Expedition above the rank of private were required to keep a journal? “These journals,” Woody states, “were to describe in detail the vegetation, the land, people, animals and climate.” The journal entries by Lewis and Clark filled seven volumes, and Sgt. John Ordway the eighth volume, when published in 1904; only Sgt. Floyd, the only casualty, did not complete a diary. Throughout these journals there are many references to the giving of flags to the Indians along the route (also to varying sizes and to other uses), Woody confesses with his usual candor, that he was “unable to find any description of the flags given by the Expedition.” Later he told me that he thought the question was unanswerable. But that doesn’t mean that Woody’s going to stop searching, though! “It’s all very interesting,” he still feels.

Of medium height, Woody Ridgway has receding iron-gray hair and lively eyes framed by horn-rimmed spectacles. His Southern accent, which he has been unable to lose after years of living in the Midwest, bespeaks of his regional origin. W.W. Ridgway and the former Helen Turner were married on November 12, 1944. They have, as Woody fondly expresses it, “three sons [Glenn, Dean, and Paul], three lovely daughters-in-law, three grandsons, and one granddaughter.” The couple make their home in Overland Park, Kansas, where Woody is, at present, Director of Supplies for the Shawnee Mission Public School District—Johnson County, Kansas. They belong to the Church of the Nazarene. The Ridgways have their own personal flag, a handsome design in red, white, and blue, depicting their national and family heritage. He and Helen enjoy travelling and plan to drive to Ottawa in August, combining, as they often do, the forthcoming meeting with their vacation, in Ontario.

You have to expect a man whose initials stand for “Woodrow Wilson” to be a patriot!

THE FLAG OF DUNCANVILLE, TEXAS

The flag of the city of Duncanville, Texas is of recent vintage when compared to most city flags. In the early 1970’s, a group of builders and developers, working with the local Chamber-of-Commerce, set out on a program to advertise the community which is in the southern part of Dallas County to attract business and home buyers. One of the results of this development was a circular decal which included the symbols of home, church, school, and flags associated with Texas and the words DUNCANVILLE, TEXAS and SO NICE TO COME HOME TO. The key person in the group was Earl Mizell. The group was reorganized and known as the Whitehead Committee a few years later to increase the advertising program for the city. The decal was re-designed through the efforts of Ray Shaver of Texas Power and Light Company in 1974.

The following year the city Bicentennial Committee, again with Mr. Mizell as a catalyst, decided to use the decal as the basis for the city’s Bicentennial logo. The design was changed, similar to the current center of the flag. The American Eagle and shield were placed at the top to symbolize the United States: emblems in the lower half designated home, business and industry, church, and four flags that have been a part of Texas history: The Royal Standard of Spain; the Flag of Mexico; the Confederate Flag; and the Texas Republic Flag. The city’s name was placed around the top of the circle and the words A BICENTENNIAL CITY around the bottom. Following the Bicentennial years, and in recognition of the fact that the Duncanville High School had won two successive state high school baseball championships, the wording at the bottom was changed to A CITY OF CHAMPIONS. This wording remains today. It is also a tribute to the high school marching band which has won many championships.

When the Chamber of Commerce decided that a flag was needed in addition to the decal which appears on all municipal vehicles, on stationery and business cards, and is available for citizens to use — the decal became the center of the flag. The two triangular segments that divide the bulk of the flag are red (upper) and blue (lower) which are the high school colors. And so the present flag of Duncanville, Texas was born.

A. Zach Hirsch, Jr.
In Birmingham, Michigan, 27 year-old Judy Colter decided to celebrate the 205th anniversary of America's independence by going to her hairdresser and having her hair dyed red, white and blue.

From: Indian News
Volume 21, No. 9
December, 1980

Flagging patriotism may bring fines
Thousands of citizens are being fined up to $2 for not flying the Colombian flag on an important national holiday, and a newspaper check showed some of the offenders were prominent citizens.

El Tiempo reported that among the flag-flying offenders were President Julio C. Turbay and two former presidents.

Colombian law calls for fines of up to $2 for failing to fly the flag on Independence Day July 10, and on Aug. 7, the anniversary of the 1819 Battle of Boyaca in which the Spanish colonists were routed.

National police spokesmen would not say whether the thousands to be fined included Turbay and the two ex-presidents.
When A Flag Flies

By Evelyn Mitsch

What is a flag? What does the word mean? What does it stand for? Because we have always had flags, we seldom think to ask how flags came about.

The word “flag” was taken from the Saxon or German word *flaken* or *ffoegan*. It means “to fly or float in the wind.” It came into being more than four hundred years ago.

The study of the history of flags is called vexillology. This word was invented by Doctor Whitney Smith from the words *vexillum* and *vexilla*. A *vexillum* is a square, fringed piece of cloth hanging from the crossbar on a pole. A *vexilla* is the emblem or sign of a Roman king which he used on his flags.

The real origin of flags is still unknown. We do know that flags, in some early flags, were not as we know them today. They were poles topped with figures of birds, animals, or objects such as stars, crescents and arrows. They were made of feathers, bones, animal skins, carved rocks, and metal pieces.

There is proof that the ancient people of Egypt, Babylon, and China used these early flags. A few years ago in India, diggers found a seal, used to sign papers, believed to date back to 3500 B.C. It showed a parade of men with square standards held high on poles like modern flags. They were not made of cloth but were stiff like boards and only seemed to be flying.

One of the first cloth flags was used in China in 1122 B.C. Emperor Chou, founder of the Chou dynasty in China, had a white banner carried before him as he rode through the streets.

The age-old purpose of a flag was to identify a tribe, a clan, or a group of people and their leader. It was used to identify an idea or belief with a symbol used by no other.

Over the years, flags have taken many shapes and designs. There are triangles, rectangles, semi-circles, swallow-tails, and long pointed pennants. They have borders, fringe, tassels, and cords. Some are embroidered in many colors, and some are sewn with precious stones. Colored badges may mark the identity of the person or group they stand for.

These marks were sometimes the insignias of kings. The marks were used on shields and helmets in “knightly games” of sport. When helmets with visors covered the men’s faces, a mark was needed to know which king they represented.

Flags were needed on the battlefields when men clashed in close combat. During heavy fighting they would “rally around the flag.” If the flag bearer was felled, another quickly raised the flag or the fighting ended.

Flags are known by many names. They are called pennants, ensigns, banners, jacks, colors, or standards. Names like “guidons” or “gonfanons” are seldom used today. A standard originally was a flag that “stood by itself.” It was not carried by a bearer. It was attached to the top of a tall pole or flown from the mast of a ship, or mounted on a cart or car of some kind. Standards are smaller than those referred to as colors. They have no cords or tassels. Standards are more often called pennants today.

Have you wondered who may have a flag made? Any group of people can design and adopt one. Besides the national flags of countries, there are others known around the world. The North Atlantic Treaty Organization (NATO), the United Nations (UN), the Red Cross and the Peace Corps are some well-known groups which have a flag. Within each country, there are flags for states, provinces, and cities. Many religious, political, regional, and local clubs have flags. We have all seen the flags of the Boy Scouts, Girl Scouts, and 4H Clubs. And of course, there is the Royal Rangers flag.

The way a flag is flown can tell us something, too. At half-mast, it is a sign of mourning. Flown upside down on a ship’s mast, it signals distress at sea.

Flags fly when held in the hand as well as when attached to a pole. Special flags, that represent letters or numbers in code, are called Hand Signal Flags. The “Wigwag Flag,” used by the Boy Scouts, can spell out words in the dots and dashes of the Morse Code.

Other flags that talk as they fly are the “Semaphore Flags.” Sailors use two of these in port or at sea to send messages from one ship to another. They spell out letters and numbers by holding the flags in certain positions.

The International Flag Code is known to all countries. It needs 36 flags to send messages or answers. Sailors fly sets of one to five of the flags that have a coded meaning or spell out words.

Our national flag flies on equal staffs with those of other nations. At all other times it flies above, in front of, centered, or to the right of other flags, as in a color guard. It usually flies from sunrise to sunset. It flies over public buildings and schools, on all legal holidays, and special days chosen by the President.

When a flag flies, we as citizens honor it for the nation or person it represents. We respect the right to the belief for which it stands. We abide by its messages on land and at sea.

The flag flying over the United States Capitol is known throughout the world as a symbol of freedom. Today many families proudly fly the United States flag at home.

In 1930 a Congressman asked to keep the flag which had flown over the capitol building in Washington, D.C. He was given that flag, and a tradition was begun. Now many clubs and schools request a flag that has flown over the capitol, even if it flew there for only a part of a day. As many as 35,000 different flags in one year have been raised and lowered over our capitol to meet this demand.

May flags “fly and float in the wind” forever.
A BRIEF HISTORY OF THE INTERNATIONAL CONGRESS OF VEXILLOLOGY

by Kenneth R. Huff

The first International Congress of Vexillology was held in Muidenberg in the Netherlands. The dates were September 4th & 5th, 1965. The Congress was hosted by Mr. Klaes Sierksma, President of the Stichting Voor Banistiek en Heraldiek (Foundation for Vexillology and Heraldry) and his wife. Thirty-one individuals participated and sixteen of these presented reports on areas of research they had been following.

September 1-3, 1967 were the dates of II ICV, held at Zurich, Switzerland. Plans for this congress were made by M. Louis Muhiemann, the president of the Societa Suisse de Vexillologie. Participants numbered more than fifty from ten countries. The flag of the Federation was introduced at this meeting.

The III ICV was held in Boston, Mass., on September 5 through 7, 1969. Some thirty persons were in attendance and representing six countries. Work sessions were held in three places: the State House, Boston, the Castle of Boston University, and the Sherman Union of Boston University. NAVA III was also held during the III ICV.

Turin, Italy was the site of IV ICV. The dates were June 24th through the 27th, 1971. Some 70 delegates from 16 countries gathered at the building of the Industrial Union of the Providence of Turin for its meeting. The work sessions of the Congress were interspersed with several social events.

From three continents vexillologists totaling almost 60 in number gathered in London, England from September 13 through 18, 1973 for the V ICV. The work sessions and exhibits were held at Birkbeck College (University of London).

VI ICV was held in the Netherlands on April 16 through the 20th, 1975. No one single locale served as the meeting place for this unusual gathering. Participants enjoyed the luxury of living and working on board the ship Princes Christina which sailed the waters of the IJsselmeer, stopping at various ports for a view of local attractions.

The 200th anniversary of the adoption of the first Stars and Stripes saw nearly 100 participants at the VII ICV conclude their activities with formal ceremonies and a banquet. The site of the Congress was Washington, D.C. where the Congress had begun on June 10th through the 14th, 1977. The sessions and exhibits were held at George Washington University.

VIII ICV was held at the Museum of Military History in Vienna, Austria on June 25-29, 1979. Twenty countries were represented at this meeting. It should be noted that this congress was arranged at the last moment, due to the cancellation of the congress originally planned for Denmark. Tours to towns and castles on the outskirts of Vienna gave the opportunity to appreciate the remarkable history and culture of the country.

IX ICV....ON TO GREATER AND BIGGER THINGS.
The Last Word on NAVA 16/ICV 9
Cutting Costs in Canada

Exchange: Rates vary slightly day by day, but basically each U.S. dollar converts to about $1.20 (The Wall Street Journal, and the Foreign Department of your bank, or a Canadian bank once you are in Canada, will keep you up to date on the exact rate of exchange.) This is a substantial premium for visiting U.S. members; Europeans should likewise check their financial sources.

Room Tax: Ontario has waived its 7% room tax on your motel/hotel accommodation, so you will pay only the posted price of your accomodation and no lodging or room tariff to the local government. Every little bit helps!

Shopping: Canadian furs, leather-goods and quality handicrafts are internationally famous for fine workmanship and design. Imports from the United Kingdom and Western Europe include selections of English woolens and porcelain, Irish linens and crystal, and many continental imports at very good prices. U.S. members, out of the country 48 hours, can take back, duty free, $300 (U.S.) worth of merchandise per person.

Tax Rebate: When you buy items in Ontario for use or consumption outside the province, you'll get back the Ontario sales tax. How? Two ways. Have the vendor ship the items to your home, and you won't be charged, or if you carry the goods, write for an appropriate form. (Be sure to save your sales slips.)

Highways: Ontario has no toll for its extensive road and highway system, so there are no such interruptions or delays to sightseeing and travel. (Canada's speed limit is 100 km/hr. or about 62 miles per hour. (Oh, yes, Canada is on the metric system.)

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Rally round the new Glen Rock flag

Contest winner wants to revive a borough tradition

By Sue Warner
Staff writer

GLEN ROCK — It was July 4, 1948, when the borough flag was first unfurled, hoisted high in the Annual Parade. But, alas, on July 4, 1949, there was no flag. Somehow, somewhere, the flag was lost, never to reappear.

But the glory of Glen Rock may wave again in the form of a new design created by Jim Marill, 20, the winner of the borough's flag design contest.

Like the 1948 model, the new flag features the foremost Glen Rock landmark — the 500-ton granite rock that sits at the corner of Rock Road and Doremus Avenue.

Marill, a Brandeis University senior who grew up in Glen Rock, submitted five designs to the borough council. This week, he received a $50 bond after one of his entries was chosen as the best in the total field of five entries.

"I didn't think anyone else would enter," said Marill. "Flag design really doesn't have mass interest."

1,093 drawings

But Marill, himself, is quite interested in flags. Next to his bed is a file cabinet containing 1,093 index cards on which he has drawn flags from all over the world. Not current flags, just those that didn't make it, those that existed in a part of the world that doesn't exist anymore. Marill has researched not only the design, but the country behind the flag.

This summer, he is planning a trip to the Orient to view and return with drawings of flags from China, Japan, Korea and the Philippines.

"I have a fascination with flags," said Marill. "I've always been interested in flags."

Disappointed, Marill said, he began trudging home towards Doremus Avenue when he passed the rock, which eventually gave him inspiration. And last summer, when the council decided to sponsor the flag contest, Marill was ready.

A last-minute youth, Marill was the only one to submit a flag design to the council. He also was given a copy of the council's design, however, which was rejected.

In preparing his designs for Glen Rock, Marill contacted town historian Lilly Hoheschmitt and learned, for the first time, of the long-lost Glen Rock flag. He also was given a copy of the flag which had been revived in the form of a button worn by a contingent of Glen Rock residents to the 1964 World's Fair in New York.

So in preparing his designs for Glen Rock, Marill contacted town historian Lilly Hoheschmitt and learned, for the first time, of the long-lost Glen Rock flag. He also was given a copy of the flag which had been revived in the form of a button worn by a contingent of Glen Rock residents to the 1964 World's Fair in New York.

"Symbolism is very important. Flags are a way to rally public sentiment, as our recent resolved hostage crisis shows. We have a marvelous way, in this country, of creating patriotic spirit," he said. "These are quiet towns around here, and people don't get very excited about them. If we had something colorful and interesting maybe we could get something going."

Jim Marill, winner of the Glen Rock flag design contest.

Marill of the idea that is now just so much construction paper and Magic Marker.

The contest is open to all community members, with the winner to receive a $50 bond.

In the summer of 1979, he brought his original portfolio of 13 designs to Robert Freedenreich, borough administrator, who, according to Marill, seemed less than enthusiastic:

"I had been thinking about this for a number of years," said Marill, "and I worked up a number of designs that were more common than exotic."