

## THE ANGLO-SAXON OF PEACE

By RODEN KINGSMILL

UP to date only one Canadian, an implacable Yankee-hating colonel, has made any objection to the project for the celebration of the century of peace between the English-speaking peoples.

No; the Colonel is not George T. Denison. Ever since the Police Magistrate struck hands in Washington with another Colonel, one Roosevelt, then occupying the secondary and Civilian position of Chief Executive of the United States, Colonel Denison's anti-Americanism has been vastly mitigated.

Which goes to show once more that T. Roosevelt has all the other ironic, conciliatory, placatory, pacific world statesmen beaten to a fare-you-well.

The other Colonel—the wrathful, implacable, to-blazes-with-the-Yankees Colonel, who will never, never celebrate anything but the burning of Washington, has a congenital trouble. There are other U. E. Loyalists who don't carry these hatreds so far. Seventy-five years or so they maintain, is long enough for them to meditate upon the manifold sins and wickedness of the old firm of Washington, Franklin, Adams & Co., Limited. The Colonel of the Second Part vows that he will never cease forgetting until the carburetter of his forgetter breaks. Consequently, he has resigned from his honorary office in the Army and Navy Veterans. His comrades proceeded to argue with him. They put forth pleadings that would have melted the heart of stone. The Colonel had no symptoms of cordial petrification, but he was unmoved.

There is plenty of time for the making of arrangements and the alteration of opinions, though, for the celebration will not take place until 1914, if the various nations of the British Empire continue to live at peace with the United States—as everybody hopes, and as seems certain. But if strict chronological accuracy governed it would not fall due until the succeeding summer. The final cessation of hostilities came weeks, even months, after the negotiators at Ghent had signed, sealed and shaken hands. News of peace reached New York on Feb. 11, 1815, six weeks after the treaty was signed. In the interval the battle of New Orleans was lost by our troops under Pakenham on Jan. 8, 1815, and when the vessel bearing the treaty of peace reached New York, the British, defeated in their larger enterprise, were about to advance on Mobile. They had captured Fort Bowyer, which guarded the approaches in the town. Mobile would have been an excellent base of operations in that quarter for an invader. Peace halted the British campaign to retrieve the New Orleans defeat. In the East, however, the British garrisons in the Penobscot region of Maine were not withdrawn until the spring of 1815. In distant seas British and American

blood was shed months after Washington and London had resumed pacific relations. The *Hornet* sank the British cruiser *Penguin*, off Tristan D'Acunha, March 23, 1815. Probably the last shots of the War of 1812 were those fired by the American sloop of war *Peacock*, at the East India Company's cruiser *Nautilus*, in the Straits of Sunda, June 30, 1815, more than six months after the signing at Ghent. The *recontre* was unfortunate, since the British vessel assured the American commander that peace had been made. The American vessel compelled the other to surrender because Capt. Warrington thought the protest was simply a ruse to avoid capture. Washington apologised, and Captain Warrington lost his commission shortly after. Even in war, over-strenuosity seldom pays.

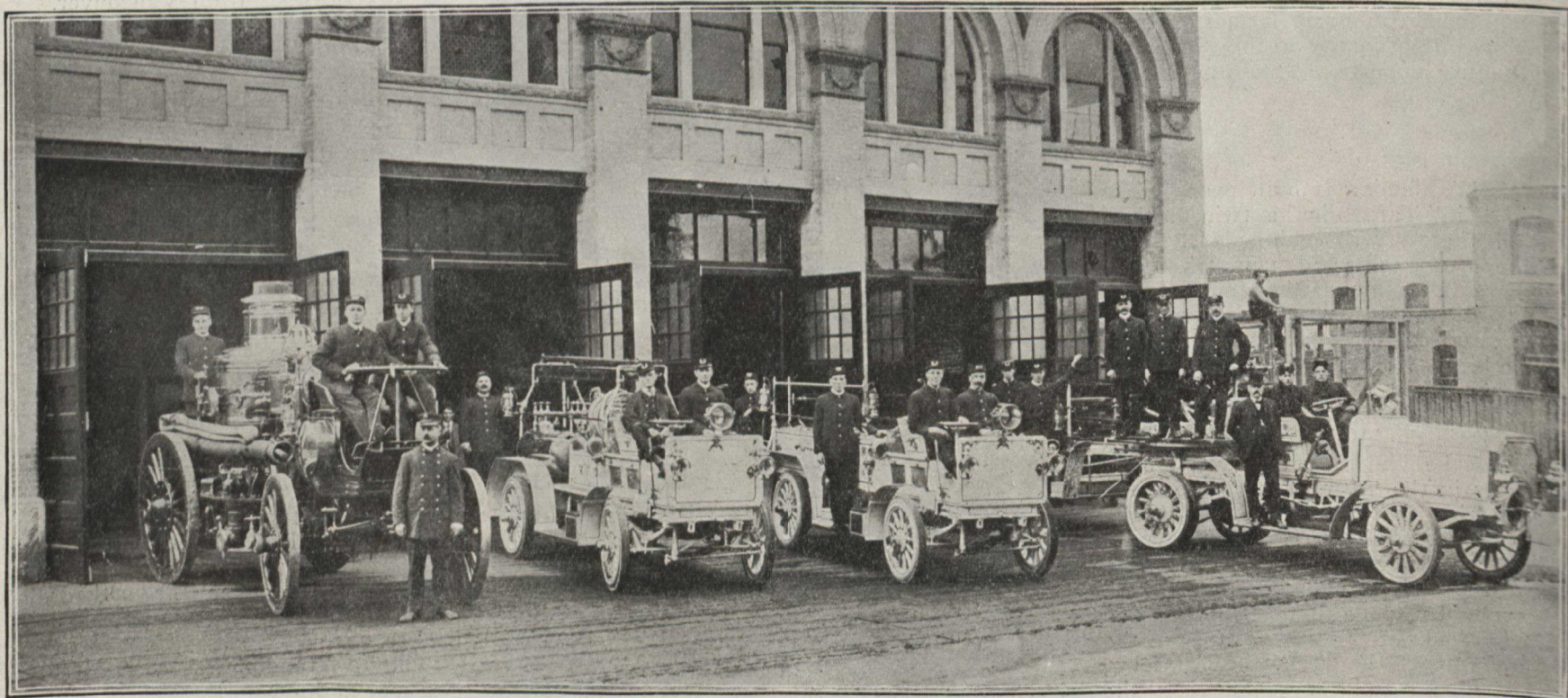
To fix the time and place of the last shots of any war requires much searching of archives. Napoleon fell at Waterloo, but the war between France and the allies did not terminate there and then. There was fighting between the French and the allies, in the suburbs of Paris, fifteen days after Waterloo. In the path of the army advancing from Germany the strong places of the north did not yield readily, and it was not until September that French resistance finally ceased. After the heart of a fire is ashes embers around the edges sputter into short and sudden life, and occasionally send forth a brief glare. It is so with war, as the British generals found in South Africa. For a fortnight after the signing of the treaty of Vereeniging there were clashes between British troops and wandering irreconcilable Boers.

The most remarkable thing about the war is the fact that the majority of the people of both nations were opposed to the conflict. Massachusetts and Connecticut exercised their right of abstention at the opening of hostilities and refused to furnish troops. Here Canadians may easily imagine what they themselves might say—and do—in a similar case. Massachusetts and Connecticut objected to having war thrust upon them and they stood aloof. However, Canada is in happier case than were the two intransigent states, for between them and the others there was only an imaginary boundary line. They had not a thousand leagues of ocean to help them. Neither were they self-contained.

A civil war—and that is what the War of 1812 was—is the most miserable and the bitterest of wars. Family quarrels are always hateful. The destruction of York, and the American General's order for the destruction of the Upper Canadian flour mills were barbarous. Equally barbarous was the burning of part of Washington and most of the Capitol by the British under Ross. Two reputations were made; Brock's and Perry's—one on each side. And at least one—Hull's—was irretrievably lost.

Since the signing of the Treaty of Ghent the town of York, metamorphosed into Toronto has welcomed, not repelled, American soldiers. Five years ago the Sixty-fifth regiment of the National Guard of New York were cheered through Toronto's streets. To-day the Buffalo infantrymen are with us again. They are welcome guests, and they are like many other Exhibition visitors: they are of our own family.

## FIGHTING FIRE WITH GASOLINE



Vancouver is the first City in Canada to install an Automobile Fire Engine, as shown in this photograph, which was taken more than a year ago. Montreal and Toronto are just beginning to discuss the question seriously, and it is hardly likely that they will install Gasoline Hose Waggon before 1911.