

ST. ANDREWS BEACON.

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NO. 4

THE ATTIC ROOM

This is my attic room. Sit down, my friend. My window's next is high and hard to scale. The stairs are long and steep; but at the end. The rest repairs the pain.

For here are peace and freedom; room for speech. Or silence, as may suit a chafing mood. Society's hard by laws do not reach. This lofty altitude.

You hapless dwellers in the lower rooms. See only bricks and sand and windowed walls. But here above the dust and smoky glooms.

Heaven's light unhindered falls. So easy in the sun. The "light" beams down on you. The purpling hills, the wide horizon sweep. Flooded with sunset gold. The day comes earlier here. At morn's peak. Along the ridge the sidest sunbeam peep. While in daylight, limitless and free. While you are lost in sleep.

I catch the rustle of the maple leaves. I see the breathing branches rise and fall. And hear, from their high perch along the eaves. The bright-pecked pigeons call.

Far from the parlours with their garrulous crowds. I dwell alone, with little need of words. I have true friendships with the stars and clouds. And love-tryouts with the birds.

So all who walk steep ways, in grief and night. Where every step is full of toil and pain. May see when they have gained the sharp ascent height. It has not been in vain.

Since they have left behind the noise and heat. And though their eyes drop tears, their sight is clear. The air is purer, and the breeze is sweet. And the blue heaven more near. Elizabeth Akers (Florence Percy). Boston, 1866.

FOG AT SEA

From the window at which this article is written, the sea presents a spectacle of ever changing interest. Sometimes it comes quite close in, so that everything fifty yards away from the boat is hidden and the bells of the ships lying at anchor clang loudly to warn the tenders and other craft that led their way about the harbour. Then quite suddenly the fog will retreat for a mile or so, and roll itself about the sides of the mountains on the opposite shore of the bay, only the peaks of which are now seen projecting high above the masses of pearly vapour which reflect back to the sun many iridescent hues. Or again, the fog will leave the harbour altogether, and a curiously hard, iron-grey look about the horizon tells that it has gone far out to sea, whence may be heard the roaring of foghorns and the scream of sirens. Then the wireless telegraphic station sends out its welcome message to all whom it may concern—"No fog here, come right in, don't stop to knock." And presently like a railway engine which may be seen dimly down a tunnel long that it dashes out into the light—a ghost of a ship stalls, and the fog, growing gradually solid and real, steams gratefully into the clear waters of the bay.

A FIGHT WITH A LION

In the course of my wanderings up and down the coast, I have had a variety of experiences more or less interesting, and have been associated with, or simply met, a number of people possessed of some unusual qualities in one way or another. It is my intention to give the readers of THE BEACON, from time to time, some of my reminiscences, some of the episodes in a life that has not been without adventure.

On this occasion I shall refer to a distinguished man, now deceased, who honored me with his friendship. I refer to Captain George Grey, a brother of Sir Edward Grey, the present Secretary of State for Foreign Affairs.

First met Captain Grey in Zululand, Rhodesia, early in the year 1895, at the outbreak of the Matabele rebellion. He then organized a corps known as Grey's Scouts, and it was to this corps that I was attached as trooper engaged in signalling and intelligence duties. The corps did splendid service throughout the rebellion, and participated in all the principal fights with the natives.

Of Captain Grey's personality one can speak only in terms of admiration and the greatest respect. He was a man of whom it could be said with absolute truth that he was "without fear and without reproach." Naturally of a modest and retiring disposition, he, nevertheless, on occasions was a leader of men whom men were proud to follow. In his every walk in life he carried himself as an Englishman of the highest type; and in the event which led to his death he displayed that noble quality, and that coolness of brain, that always distinguished him. He was mauled by a lion in East Africa in February, 1911, and died from the effect of the injuries thus received. I intend here to give an account, taken from "The Times," of the incident which led to Captain Grey's death.

MR. GEORGE GREY'S LAST HUNT

The East African Standard (Mombasa) gave the following account, dated February 4, 1911, of the lion hunt in which Mr. George Grey, brother of Sir Edward Grey, sustained injuries from which he afterwards died.

At the time of the Titanic disaster, it was shown from many sources that the captain who thinks most of bringing in this ship safely is of less account with the officers than he who brings in his ship first.

In other words, a captain is compelled every day to take risks which all his own judgment and experience condemn. He would seem, must come before every thing for which a valid reason it would be impossible to say. Certainly a contract is a contract, but its margin of time might surely be made far more ample than is the case without great loss to the world.

For many of joy and sorrow does not spoil by keeping, and the importance of business communications has already been cut in half and will be still further reduced by the cables. The cause for speed is one of the most important of the world's business, and the business in deep waters and the blinding sea fog—North China Daily News.

LONDON FOG

London.—Michaelmas Term lately over, and the Lord Chancellor sitting in Lincoln's Inn Hall. Implacable November weather. As much mud in the streets, as if the waters had not newly retired from the face of the earth, and it would not be wonderful to meet a Megalosaurus, forty feet long or so, waddling like an elephantine lizard up Holborn Hill. Smoke lowering down from chimney-pots, making a soft black drizzle, with flakes of soot in it as big as full-grown snow-flakes—gone into mourning, one might imagine, for the death of the sun. Dogs, undistinguishable in mire. Horses, scarcely better, splashing to their knees in mud. Foot passengers, jostling one another's umbrellas, in a general infection of ill-temper, and losing their foot-hold at street-corners, where tens of thousands of other foot passengers have been slipping and sliding since the day broke (if this day ever broke), adding new deposits to the crust upon crust of mud, sticking at those points tenaciously to the pavement, and accumulating at compound interest.

Fog everywhere. Fog up the river, where it flows among green aits and meadows; fog down the river, where it rolls defiled among the tiers of shipping, and the water-side pollutions of a great (and dirty) city. Fog on the Essex marshes, fog on the Kentish heights. Fog creeping into the cabooses of collier-brigs; fog lying out on the yards, and hovering in the rigging of great ships; fog drooping on the sails of barges and small boats. Fog in the eyes and throats of ancient Greenwich piersmen, wheezing by the firesides of their smoking pipes. In the street, fog creeps down in his classy, fog creeps into the punnets, and the fingers of his shivering little prentice boy on deck. Chance people on the bridges peeping over the parapets into a nether sky of fog, with fog all round them as if they were up in a balloon, and hanging in the misty clouds. Gas looming through the fog in divers places in the streets, much as the sun may, from the spongy fields, be seen to-day by the husbandman and ploughboy. Most of the shops lighted two hours before their time—as the gas seems to know, for it has a haggard and unwhiling look.

The raw afternoon is rawest, and the dense fog is densest, and the muddy streets are muddiest, near that leather-headed oil corporation Temple Bar, in Lincoln's Inn Hall, at the very heart of the fog, sits the Lord High Chancellor, in his High Court of Chancery. Never can there come a fog too thick never can there come mud and mire too deep, to assort with the groping and fumbling during condition which this High Court of Chancery, most pestilent of hoary sinners, holds, this day, in the sight of heaven's earth.

*Arist of the first chapter of BLAKE'S ROMANCE by Charles Dickens.

THE LAW OF THE SEA

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WHY CANADA SHOULD BE CONFIDENT

In view of the events taking place in Europe, which will constitute an epoch perhaps unprecedented in importance in history, we are strongly to all Canadian business men and all who hold securities or investments of any kind to meet the present situation with calmness and confidence. Our first duty, at any cost, is to stand in Great Britain's sustenance and defence, and our next duty, not less important, is to keep the business of the Dominion moving as normally as possible.

Let it be remembered that while we may be said to be paying our share of the cost of the war, we have our own share of the benefit of the war. The Canadian stands practically immune from physical elements of war, our fields are giving their wealth to the harvest, and our other resources are yielding their bounty in the form of raw materials, and our production is proceeding, and the opportunities for still greater primary production are not diminishing. This contentment, in Canada, will profit largely and speedily by the character of the world's currents of trade during the war, and our factories will find demands upon them stimulated because of restriction imposed on the productive machinery of Europe by the exigencies of war, and though for a time in diminished capacity, a fair proportion of Britain's available capital will come to Canada for investment. Under the circumstances, therefore, the one great essential to keep business moving in confidence, and Canada, probably of all nations of the world, has least excuse to offer for any lack of it.

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CHARANZA WELCOMED IN MEXICO CITY

Mexico City, Aug. 21.—It is estimated that more than 100,000 persons crowded the line of march of the new president and his followers, which extended a distance of five miles. When the procession reached the National Theatre it halted, in order that the chief executive might receive from the hands of a delegation of members of the National Congress the keys of the city. The president was accompanied by the Hon. H. R. H. Duke of Connaught, who retained his post of Governor-General of Canada till the close of the war.

GOVERNOR-GENERALSHIP OF CANADA