

other Canadian and American colleges of any importance. Rev. R. C. Jackson, B.A., a graduate of Queen's, accepted the position, but on account of ill-health could not be present at the opening of last session. The executive hoped that Mr. Jackson would at least be able to enter upon his duties at New Year's, but his continued ill-health has compelled him to resign. In the past few months a great amount of work has accumulated which will keep Mr. Sutherland busy. A permanent secretary must be secured for next session. plans for a building have to be worked out and efforts made to secure more co-operation among the religious work societies of the University and to cope more thoroughly with the problems presented here.

The debate before the Political Science Club which was to take place on Thursday last, was postponed indefinitely on account of the illness of one of the debaters.

Science.

WE have recovered now from our several attacks of turkey-grippe, roast-goose consumption, mince pie melancholia and plumpuddingapthy. Let us, then, make hay while the sun shines, for who can foretell the day when he will develop a dancing fit. Well it is that the microbes of such diseases flourish in certain seasons only; but lamentable is the fact that, having once suffered from these maladies, one is not immune from future attacks. We must struggle on, avoid infection as far as possible, and, if the attack is inevitable, make a rapid recovery; for only thus can the afflicted ones hope to combat successfully the spring fevers.

At the regular meeting of the Engineering Society, on Friday, Jan. 6th, Prof. Willhofft, the honorary president, gave an address on "Aviation." After alluding to the reputed attempts of the ancients at flying, he gave in brief the history of the balloon from the time a man first ascended in one, in 1783, to the present, when Count Zeppelin, in a 485 ft. monster, carrying 20 men, is able to oppose any wind except a hurricane. In 1783, the scientist, Charles, made a balloon of rubbery envelope filled with hydrogen gas, using a network of ropes to suspend a car. This construction, modified only in detail, has persisted to the present. To control the motion of a balloon completely and combat any wind that blows, a speed of 34 miles per hour must be obtained. This was impossible of course before the development of the light and powerful gasoline engine, the introduction of which has been mainly responsible for the present high state of development of the dirigible balloon.

Competing with the dirigible balloons in popular interest at least, are the "heavier-than-air" machines, the aeroplanes. In 1905, after four years of secret experimenting, the Wright brothers flew without the aid of gas-bags. All the development since their first success has been trivial compared to the advance, which they made in aviation. But the Wrights themselves give credit, where credit is due. The success of their efforts was due in no small