

Y.M.C.A. NOTES.

Last Thursday Rev. W. R. McIntosh, B.D., of Annandale, addressed the Association. A few years ago Mr. McIntosh was one of the most enthusiastic Association men, and in opening his address, he spoke of the desirability of having in the University an organization which stands pre eminently for God and His work in the College. He urged the responsibility that rests on students to give loyal support to such an Association. Mr. McIntosh followed this with some pointed and stirring remarks on "What think ye of Christ?" He showed that this is the supreme question in the life of every man. It has the most vital bearing on every other question that will find a place in his life. The paramount significance of the issues at stake demands that as early as possible a halt should be made, the nature of the question apprehended, and an honest and well-defined answer given.

Next Thursday Prof. H. J. Cody will address the Association.

S. P. S. NOTES.

The debate on Friday was one more victory for the School. The subject, "Resolved that the State Ownership and State Control of Railways is Preferable to that by Private Corporations," should have been particularly adaptable to Political Science men; and being left to the choice of the S. P. S., seems to have been chosen with a determination to either lose the day or "beard the lion in his den," which latter has been assuredly done. This is twice in succession that the School has won. One peculiar feature in connection with both debates is that the two representatives from the School on each occasion were mining students. Why miners should have a better grasp of such complicated questions than Political Science men it would be difficult to say. Perhaps it is because they are in the habit of going so deep in all the work with which they are connected.

The true spirit of S. P. S. freshmen is at last manifesting itself. Perhaps it required experience to demonstrate the efficacy of the "tap." Such, now, they at least possess. We do not know where they (the freshmen) got the initiative, but the senior years were reminded vividly of old times when, as they filed into the cloak room one fine day at 5 p.m., recently, they observed a *once* too gay freshman, perched upon the table in the centre of the room, and the walls of the latter lined with a row of relentless accusers. We will not burden the reader with an account of the very wordy trial which was in progress. The defendant's coun-

sel could not save him. So he was submitted to the tender mercies of the "Brute Force Committee." This was the first. On the second occasion affairs took a different turn. Now, it is a strange but a sad fact that there is an intuitive tendency for the first year to divide itself in mechanicals on the one side, and civils and miners on the other. Such a division served the former very well in preceding years, when they were eighty per cent. of the year; but things have changed. On the occasion in question the division was latent but precipitated by a trap into which the civils appear to have led the mechanicals. The unfortunate on trial was a civil, but—a mechanical went under.

The regular meeting of the Engineering Society was held on the 3rd inst. The chair was taken by the Vice-President, Mr. H. C. Carpenter. Two papers were read, the subjects of both of which are at present of considerable interest to people of this country, and particularly of this Province. The first, entitled "Some Notes on the Stamp Mill," by Mr. J. A. Bain, contained a good exposition of ore-dressing and milling, referring particularly to free-milling of gold ores. This department in mining is at present of most importance to Ontario miners; and in the delivery of the paper Mr. Bain showed a very good grasp of the subject. The second paper was entitled "Roads and Streets in Ontario." In the reader of this paper, we were pleased to have with us a gentleman in the person of Mr. A. W. Campbell, Road Commissioner for Ontario. The subject dealt with is one, the importance of which has yet to be appreciated by the people of this country. Mr. Campbell first gave an account of his dealings with various town councils in different parts of the Province in the matter of street improvements. He showed what a mess was usually made of the work when supervised by local officials, who thought they knew all when they knew nothing, and said that his principal difficulty was in persuading them to employ competent engineers. The paper dealt with the subject in a general way. The best materials for and methods of construction of a road depended upon local circumstances and conditions, viz: climate, proximity of good road material, use to which the road is to be put, etc. Drainage is of prime importance. The location of country roads should be carefully chosen. Mr. Campbell dwelt particularly upon the question of putting all such work under the superintendence of good, competent engineers. He said that there were very few men in the country at the present day fitted as such, and hinted strongly at the advisability of students taking it up. Some good discussion followed the reading of the paper. A hearty vote of thanks was tendered Mr. Campbell by the Society, and the meeting adjourned.

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