

the judges, the constitution now provides for a committee on arrangements composed of faculty members of the colleges in the league. It is thought that this new committee will be better able than the graduate council to make arrangements and to procure judges in time for the scheduled debates. The old council was composed of two alumni from each of the four colleges and a president from the faculty of the University of Pennsylvania. The new plan is to have but one faculty member from each college, the two from the contesting colleges to make all arrangements for the debate.

Dickinson will debate here next year.

A Loving Cup for Dr. Wadsworth.

The Nittany Inn was recently the scene of a banquet tendered by the twenty-four senior miners, at which a beautiful silver loving cup was presented to Dr. M. E. Wadsworth, Dean of the School of Mines and Metallurgy. The occasion was the sixtieth anniversary of Dr. Wadsworth's birthday. The presentation speech was made by P. P. Reece in behalf of the miners. After a response from Dr. Wadsworth each person present was called upon for a short talk.

Dr. Wadsworth came to this college six years ago from the presi-

dency of the Michigan School of Mines, and in this period has built up our school of mines from two mining students in the graduating class of 1901 to 141 men now taking the mining course. The Legislature has furnished very inadequate means for the school of mines, yet by tireless application to his work for six years, during which time he has not taken a single week's vacation, Dr. Wadsworth has made State's school of mines one of the most efficient in this country and by far the best and largest in the state of Pennsylvania.

The B. C. R. R.

Bellefonte Central Railroad's president and directors were re-elected last week. In making a plea for the small railroads to charge more than two cents a mile passenger fare President Frazer said that his company runs three trains daily each way between Bellefonte and State College. The returns from passengers for each of these trains for the six months ending December 31, 1906, averaged respectively \$4.13, \$11.36, \$5.71, \$13.39, \$6.90 and \$4.95. It costs about 75 cents per mile, or in round numbers about \$15.00 for each of these six trains, which means that all six trains are run at a loss even at the present fare.—Philadelphia Press.—May 8.

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