at any time, a team finds it impossible for extraords in all schools of the col-top play on the regularly scheduled hight, the manager of that team should notify Nesbitt at the Alpha Chi Rho house at least twenty-four hours in ad-pance so that the morage substitute. vance so that the proper substitution can be made.

games are as follows: Tau Siga Phi, 11; Alpha Sigma Phi

Omega Epsilon, 15; Alpha Gamme

Alpha Chi Sigma, 16; Alpha Chi ibo, 17.

tion of the court on which each gan is to be played.

Tuesday, February 7 --9:00 P. M.-Beta Theta Pi Delta Sigma Chi. | B - 8:00 P. M.--Delta Kappa Nu vs

Beta Sigma Rho. A 8 (5 P. M.—Phi Delta Theta vs. Alpha Delta Sigma, B 8 (5 P. M.—Sigma Alpha Epsilon vs. Alpha Sigma Phi.

Thursday, February 9 A-8:00 P. M.—Phi Kappa

A--8:15 P. M.--Kappa Sigma vs. Sig

B—8:15 P. M.—Alpha Tau Omega vs Alpha Zeta.

NITTANY HIDGING TEAM

WINS SILVER LOVING CUPIer The honor of keeping for a year the large silver loving cup presented by the American Berkshire Association Livestock Exposition, at Chicago, has recently come to Penn State's Animal Husbandry Department.

The team from the Nittany institu tion won this cup at the last "Inter-national," which is annually held at Chicago, and has the privilege of holding the trophy for one year or until it is won by some other team.

The Animal Husbandry Department also announces the recent purchase of five excellent Southdown ewes, to be

ENGINEERING EXTENSION WORK HAS HIGH RATING

londay on the second stage of his an- the railroads were glad to have the mo inal alspection trip. Professor Miller for trucks relieve them of the short will visit the cities and principal towns of eastern Pennsylvania intent on reviewing work done in the extension courses established by the college in courses established by the concer-various industrial plants, high schools and Y. M. C. A's. During Prof. Miller's absence the work at the extensi service will be under the direction sor Gaum.
engineering subjects which are

offered to high school graduates are of high calibre and are accepted for regular college credit. The couout of college or those who must defer their entrance to college and also mer in engineering lines who desire to tak rork of college grade. However who have been dropped from college

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RAY D. GILLILAND DRUGGIST

The results of last Thursday night's TWO ENGINEERS SPEAK TO MOTIVE POWER CLUB

Editor of Railway Magazine and Mr. Richardson Gave Advice To Students at Meeting

road work spoke before the Motive table and instructive evening at the Power Club last Friday. Mr. R. V. becture, and the public is welcome. Weight, manualing editor of the Raff-way Emgineers' Magazine, and Mr. AMERICAN LEGION STARTS Richardson, of the P. S. L. E. railroad, STUDENT MEMBER DRIVE spoke at the two meetings of the club. The Nittany Post of the American n the afternoon and in the evening Mr. Wright at the afternoon meet ng, advised young engineers upor

leaving college to advertise themselves

Such an article, entitled "The College art is sees in American mee. I was Maon in Railway Service," written in one of the organization committee in the form of a letter by a graduate of the department of Vermont, and the Fenn State, Mr. Marion B. Bichardson, first elected Commander of that de '21, was published in the June Issue of partment. Whether we believe in all the Bailway Review. As a result oth-the policies of the Legion as publically er men have written articles on the advocated or not, we ought all to stant same subject and the discussion is not logether as former service men for ou

An engineer can always consult an editor of flow of these periodicals either by letter or interview, for the editor wants to make friends in the field and come in contact with these men for his own benefit. Mr. Wright explained that the technical magazine is a clearing house for problems and ideas relative to the field, and the prime mo-tive in publishing such a periodical is to make people think.

At the second meeting of the Motive Power Club on Friday evening, Mr. Richardson gave a short talk on some of his experiences and observations, and this was followed by another interesting talk by Mr. Wright who discussed some of the "Modern Railway Dashbards,"

The greatest problem confrontic Professor N. C. Miller, head of the the railroad today is transportation and ingineering Extension Service left on transportation rates. During the war

Guernsey cattle and an active partici remsylvana, with he at tenn state on the evening of Thursday, February six-teenth, and will deliver a lecture in Room 259. Dairy Building at seven

Those people of the college who ar Two engineers connected with rail- (of good dairy cattle, are assured a val-

Legion has started an enthusiastic drivfor members, special attention to be paid to the students who were in mil-itary service at the college during the

as engineers. The best way to do this, he pointed out, was to write some worth while article for a technical publication. Periodicals pay for such articles and the writer gets wide publication. Control of the highest included the publication of the publication

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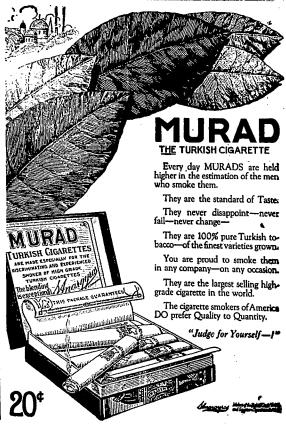
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The Living Lower are continued to lower a continue of the little art of the state of the little art of the little art of olony has probable and the little art of little art of living has been a factor in the eattern of the little art of olony has probable and the little art of little art o

CATTLE BREEDER WILL

LECTURE HERE FEB. 16 of fifteen minutes to judge each class.

Mr. M. T. Phillips, of Pomeroy, Pennsylvania, well known throughout the sastern United States as a breeder of increase and not active participant in Agricultural enterprises in Semsylvania, will be at Penn State on the committee of the various classes that been placed the committee of the various classes their plactics of the various classes the plactics of the various classes their plactics of the various classes the plactics of the various classes the plactics of the various classes their plactics of the various classes their plactics of the various classes the plactic animals as they did. Five medals were

offered one for each class of livestock, and one for a good average in the gen-eral placings.

The medal for the winner in swine judging was awarded by Mr. George Barnhart, of Greensburg, and was won by S. M. Clarke. T. C. Ford averaged highest in the placing of beef cattle and won the medal offered by Mr. Alex. Warner, of Titusville. C. W. Gouget, captured the sheep medal given by Mr. R. L. Munce, of Washington, Pa. P. It. Hershey was the winner of the medal for the highest score in horse judg-ing, while P. O. Luce won the medal for the highest general average, for all

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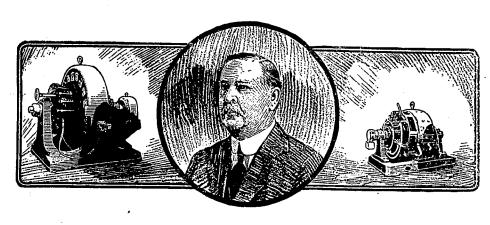


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Benjamin G. Lamme

VISITORS at the Chicago World's Fair, in 1893, saw the first extensive use of alternating current ever undertaken, when Westinghouse lighted the entire grounds with this type of current. This achievement marked the beginning of the commercial development of alternating currentfor power purposes, and brought the induction motor into a prominence which it has never since relinguished. Great and rapid have been the developments since that day, but the most impressive aspect of this progress is not to be found in the spectacular evidences that are visible to everyone, but rather, in the vision and fundamental soundness and determination that have been quietly at work blazing and clearing the trails which the electrical art has followed.

There is, for instance, the synchronous converter. This machine is the most efficient and economical means for changing alternating to direct current, which the operation of most street railway systems and many other processes require. Without it, the development of alternating current to its present universal usefulness would have been tremendously retarded.

The synchronous converter, in its present perfection, is but one of the great contributions to electrical progress that have been made by Benjamin G. Lamme, Chief Engineer of the Westinghouse Electric & Manufacturing Company. Mr. Lamme, in 1891 when he was Chief Designer, conceived and developed the converter, which, first used commercially in connection with the

great Niagara power plan, has since come to be indispensible to large producers of power.

When a man I as played so vital a part in electrical progress that his knowledge and vision have contributed to practically every forward engineering step, it is perhaps misleading to attempt to identify him particularly with any one development. His work on the induction motor, the turbo generator, the single-phase railway motor, and the synchronous converter is but typical of the constructive ability which Mr. Lamme has brought to bear on practically every phase of electrical development. A man of foresight, visioning the alternatives

in a problem as well as its hoped-for results. A man whose mind combines great power of analysis with the gift of imagination. A prolific technical writer, whose style is unequalled in clearness and simplicity of expression. Few engineers so thoroughly predetermine the results they actually achieve. Few men capitalize their eve so completely. And few indeed have at once his thorough technical equipment, his commercial understanding, and his broad human interests.

An institution which has builded its success largely on engineering achievement pays Benjamin G. Lamme affectionate loyalty and respect. The young engineer on his first job, as well as the most seasoned co-worker, finds in him understanding, sympathy, wise counsel, and a conscience; to all of which his associates, in preparing this article, are proud to bear witness.



