

Among the Alumnae and Former Students of Winthrop College.

The past weeks have been replete with action in the field among the alumnae and former students. It is of great interest to note how efficiently the Winthrop girl is rendering service to South Carolina. The phases of work through which this service is rendered vary widely from that of a mother tied rather closely to her home in a remote part of Berkeley or Horry county to that of one leading the social life in the busy mart of Charleston or helping to direct the affairs of state in Columbia. In the teaching profession the service varies from that of a teacher in an isolated one-teacher school in the mountain wilds of the northwestern part of the state or in the undeveloped sections of the Santee swamps to that of principal of a large rural graded school, or county rural supervisor, or head of a collegiate department in some of our leading colleges of South Carolina. In the field of industry again the service is varied. In the Pee Dee section a Winthrop girl is directing the management of a large tobacco and cotton farm and another owns and directs the work of a large greenhouse, has acres of carnations which she markets in Washington, D. C., as well as in this state. Wherever the Winthrop girl is found she is rendering efficient service to home, to school, to church and to state.

The experiences of the Alumnae Executive Secretary for a day in Marion, S. C., will give a fine illustration of the last statement. After spending the night in the charming home of a Winthrop daughter, Miss Mabel Montgomery, she arose to hear her and her mother discussing the price of cotton and planning to make a big sale. A little later she was invited to go around to the city schools and was told that the superintendent was putting religious education into the schools, each denomination organizing its work in connection with the school. This was the day for the Methodists to organize. Reaching the school building at recess, she was greeted by a number of Winthrop girls in charge of the various classrooms, and then she learned that the young woman to take charge of this religious education in the primary department was Miss Mabel Montgomery, a Winthrop girl; the one doing the work in the junior department was Mrs. Lonnie Leitner, formerly Miss Estelle Aull, another Winthrop girl, and, if not mistaken, Mrs. L. D. Lide, nee Miss Fleetwood Montgomery, another Winthrop daughter, was to have charge of the senior department. One of these young women has been serving as a steward in the Methodist church for some time.

In the afternoon at a meeting of the Winthrop Daughters of Marion County, when the girls from the various parts of the county assembled, there were discussions pertaining to the development of the county and of the state. These young women felt that the cause of Winthrop College was a partisan one, that it was the cause of the state of South Carolina, and hence the way in which the college is being hampered by inadequate appropriations and discriminated against by the General Assembly was discussed and resolutions endorsed urging the gentlemen of the Legislature to make a just division of the State's money between her young men and her young women when making appropriations for higher education.

This body of young women showed that they were greatly concerned also for the best interests of Marion county. They had learned that there was a movement on foot to have the salary of the young woman who is giving efficient service as rural school supervisor struck from the county budget. They agreed to see the representatives concerning this matter as well as that of adequate appropriations for Winthrop and urge these men to support heartily both of these.

With this illustration before us, and it is only one of many that could be given, the statement that the Winthrop girl is rendering efficient service to home, school, church, and state may be reiterated with emphasis.

What is South Carolina doing to support Winthrop College, the one institution chartered for the higher education of young women? She appropriated so little in 1920 that the trustees and President Johnson had to give their individual notes to prevent the door of the college closing in November, 1920. How was the college treated in 1921?

She was given almost \$20,000 less than in 1920 and told that any unexpended balance left from this inadequate appropriation might be used to cancel the debt of honor incurred in the effort to prevent the calamity of having Winthrop close her doors

and send her more than 1000 students home.

In comparison with what has been done for the higher education of men the state has never been generous with Winthrop College. For the permanent plant she has appropriated during the thirty-six years of the life of the college only a little more than \$700,000. She has been appropriating for the men at the University for more than a hundred years, for men at the Citadel—with some years of interruption—since 1842, and for men at Clemson since 1890. In the past three years there has been appropriated for one of these men's institutions \$900,000 for a new home, almost \$200,000 more than the sum total appropriated during the entire life of Winthrop for permanent improvements. The men were given none too much. The Winthrop daughters of the state rejoice in the development of state institutions for their brothers. But why the discrimination when appropriating for the great institution established for the higher education of women? Why appropriate more than three times as much for men as for women? Why refuse to appropriate money for new teachers at Winthrop where 182 more students are enrolled this year than last, and where practically as many students are enrolled as in all three of our men's institutions, and notwithstanding the refusal made Winthrop, appropriate several thousand dollars for new teachers in a men's institution?

Why refuse to equalize the salaries of men and women at Winthrop because it would mean an increase in salaries for the women, and, then turn around and vote money to increase the salaries of men in some of our state institutions?

Why refuse to continue the construction of a teachers' home at Winthrop, thus affording about fifty or more women to secure boarding places out in town—a most difficult and expensive thing to do anywhere in the state—yet, having refused this, vote \$200,000 to continue construction at one of our men's institutions and \$62,500 for repairs at another? Why exempt a men's institution from turning in its fees and require Winthrop to turn in hers?

The thing that 7000 Winthrop daughters do not understand is the discrimination.

A Special Appeal Made to Mothers.

Spartanburg, Jan. 20.—Although they had to go to the tabernacle tonight in a drenching rain, the huge building was seven-eighth full of persons eager to hear the Rev. Billy Sunday preach. He said he preached in Boston in a tabernacle that would hold 17,000 and it rained like it did tonight and the crowd was not nearly so large as here tonight. The fact that the crowd braved the elements to hear him inspired the speaker and he made his best effort. The text was "I find no fault in him," and he presented Jesus from the standpoint of reason and common sense. His sermon was intensely spiritual and made a profound impression and when the call was made to accept Christ as Saviour, hundreds came forward and grasped the hand of the evangelist.

Mr. Sunday preached to mothers this afternoon. Although the sermon was especially for mothers, the service was open to everybody and the tabernacle was filled as usual when Mr. Sunday began his sermon. Mr. Sunday used as the basis for his talk the story of Moses and the devotion displayed by his mother. A mother's influence is the greatest in the world, he declared, and he emphasized this truth with many stories and illustrations as well as with power of his own arguments.

The minister paid his respects to mothers who neglected their responsibilities and opportunities and his was a fine flight of eloquence when he paid his tribute to the godly mothers.

"Sons and daughters of good mothers sometimes go wrong," said Mr. Sunday. "This is one of the things that we can not understand, but nine-tenths of the good that is in a man or woman is due to the teachings of a saintly mother. If a mother does not use her power and influence for good, her children are doomed. Motherhood is the highest and holiest calling in the world," he declared in conclusion. "In God's name I call upon you to be worthy of it."

Students from Converse college, employees from the postoffice and pupils from Hillcrest school were present in bodies tonight.

Mr. Sunday preached in Union this morning in the First Baptist church. He has been invited to go to Gaffney and preach one morning. A special train will bring a delegation from Seneca next Tuesday to hear Mr. Sunday and a train is being made up to bring a delegation from Chester one day next week.

ROAD BUILDING

ITALY WANTS BETTER ROADS

Experimental Institute Promoted for Study of Materials for Improved Highways.

The Italian Touring club has recently promoted an experimental institute of roads for the study of materials employed in the construction and maintenance of highways.

The objects of the institute will be to carry on laboratory experiments on the physical and mechanical characteristics of road materials; to help the progress of experimental technics relative to highway surfacing by reproducing and studying samples of pavements worn by traffic or deteriorated otherwise; to form a collection of material samples suitable for Italian road construction; to collect all descriptive and statistical matter appertaining to Italian roads; to furnish public bodies with useful advice relating to construction and maintenance of roads, and to forward by every other means the development and betterment of road work in Italy.

The institute publishes monthly reports of its proceedings. The institute is financed by annual contributions from the Touring Club of Italy, by an annual subsidy from the ministry of public works and by annuities, gifts and charges for material tests.

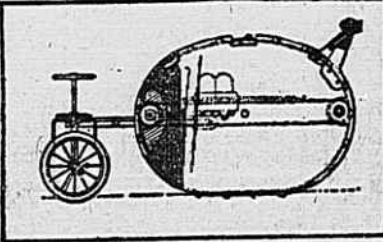
The institute is under the direction of Sig. Italo Vambone, formerly chief engineer of the province of Milan. More detailed information regarding the formation of this institute is given in a recent bulletin of the Permanent International Association of Road Congresses.

TRACTOR TO IMPROVE ROADS

Contraption Invented by Colorado Man Is Intended for Smoothing and Compacting.

The Scientific American in illustrating and describing a tractor for improving highways, the invention of J. Mosca of Rouse, Colo., says:

"The tractor is for use in soft roads, as for instance in snow or mud, wherein the tractor is driven by an endless belt traveling about a fixed element and engaging the ground on the



Tractor for Use on Soft Roads.

under side of said element, and having means for preventing slipping of the belt, and wherein front wheels are provided for smoothing and compacting the roadway for the propelling means, and wherein cleaning means is provided for the belt and front wheels."

HARD ROAD IN NEW ZEALAND

Sum of \$146,000 to Be Spent in Construction of Strip of Concrete Six Miles Long.

Approximately \$146,000 is to be spent by the city of Wellington, New Zealand, in building a concrete road, 25 feet wide, to the suburb of Petone, which is six miles distant.

The new paving will occupy the center of a thoroughfare 100 feet wide which is now macadamized. Only vehicles, such as carts, motorcars and small motortrucks will be allowed on the concrete way. A special vehicle tax in addition to the present one, will be levied by Wellington, the proceeds of which will be devoted solely to the upkeep of this road. This tax applies to all motor-driven cars, and among them are also included motorcycles.

IMPROVEMENTS ARE TO COME

Establishment of Motortruck Trains Bound to Cause Reconstruction of Surfaces.

With the establishment of motortruck trains operating on a fixed schedule throughout the country improvements are bound to come. Not only will surfaces of the highways be rebuilt, but in many instances routes will be shortened to save time and money.

These improvements should be regarded as vital to the success of every community and as a necessary factor in the prosperous era before us. They represent benefits in which not a few individuals but the community at large will share.

Teach Highway Engineering.

Schools and colleges throughout the United States are to be enlisted in a national way to teach the coming generation all about highway engineering, automobile transport, traffic regulations and safety.

Dixie Highway Leads.

Of the 9,630 miles of roads to be constructed throughout the United States through the aid of federal appropriation, the Dixie highway leads the list with 895 miles.

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