

CLEMSON COLLEGE

Agriculture, Chemistry, Engineering, Textiles, Military Training.

NEXT SESSION OPENS SEPTEMBER 11, 1918

Location and Environment.

The College is located in Oconee County at the foot of the Blue Ridge Mountains, on the homestead of John C. Calhoun, and later of his son-in-law, Thos. G. Clemson. The College is over 800 feet above the sea level, and the climate is healthful and invigorating. Temptations to dissipate or to spend money foolishly are reduced to a minimum.

The students are under strict military government and every effort is made to train up young men who will reflect credit on the College and on the State.

Religious Influences

The College contributes to the salary of four resident ministers, who conduct divine services and do pastoral work among the cadets in barracks. There is a flourishing Sunday School and Y. M. C. A. with two salaried Secretaries. A \$75,000 Y. M. C. A. building was completed January, 1916.

Requirements of Admission.

No student will be admitted who is not at least 16 years old at the time of entrance.

An honorable discharge from the last school or college attended is required.

The scholastic requirements are the same as those of the other Colleges in South Carolina. Details are given in College catalogue.

Hazing is forbidden by the laws of the State as well as the laws of the College. No application will be accepted, whether for re-admission or first entrance, unless the applicant has filed pledge of prescribed form not to haze.

Four Year Degree Course.

AGRICULTURE

- Agronomy
- Agricultural Education
- Animal Industry
- Botany
- Chemistry
- Dairying
- Entomology
- Horticulture
- Soils
- Veterinary Science

ENGINEERING

- Civil Engineering
- Electrical Engineering
- Mechanical Engineering
- Textile Engineering
- Architecture
- Chemical Engineering

CHEMISTRY

Chemistry
The above courses include English, History, Political Economy, Shop work, etc.

Short Courses.

ONE YEAR COURSE IN AGRICULTURE

(October 3rd to June 1st)
Requirements: 18 years of age, 3 years farm experiences, eight grades in school.

TWO YEAR COURSE IN TEXTILES

Requirements: 18 years of age, one year of mill experience, eight grades in school.

EDUCATION A PATRIOTIC DUTY

In these war times every technically trained man is a national asset. The Colleges, as well as other agencies, have a real contribution to make towards the winning of the war. The special interests of institutions must be subordinated to the one purpose now before the nation.

President Wilson has declared that it is the patriotic duty of young men under twenty-one years of age to seek a technical education, and if already in College, to continue and complete their education.

A sufficient number of technically trained men is so essential that the War Department has made the following provisions to encourage college students arriving at draft age before graduation to continue and complete their courses. Immediately upon graduation, such students enter the service in their special lines:

1. Qualified engineering students may enlist in the Engineering Enlisted Reserve Corps and be placed on the inactive list until graduation. At graduation they will have an opportunity to enter an Engineer Officers' Training Camp to try for a Commission, or they enter the Engineers' Corps as a private.

2. Qualified engineering students may enlist in the Naval Reserve, and on graduation may enter the U. S. Navy Steam Engineering School and train for Ensign's Commissions. (Students in the Naval Reserve will likely not be eligible for membership in the R. O. T. C.)

3. Qualified agricultural students in the Senior Class may enlist in the Quartermaster's Reserve Corps to be called to active duty in that branch of the service after graduation.

The Secretary of War has distinctly stated that young men under draft age who have entered upon a technical college education can render the nation the greatest service by being educated first and serving afterward. Young men sixteen or seventeen years of age can graduate by the time they reach the draft age and be prepared for maximum usefulness in the military establishment.

Engineers and technicians cannot be made over night, and our Government will be seriously embarrassed if young men refuse to begin now the training necessary to keep up the supply of such men both for the needs of the army and for carrying out the war programme at home.

After the war the greatest opportunity in history will be presented to men trained in Agriculture, Engineering and other technical lines. If the U. S. is to be a leader in the reconstruction of the world, she must have men trained for the task.

For Catalogue Application Blanks, Etc.,

Write at Once to

W. M. RIGGS, President,

CLEMSON COLLEGE, S. C.

Award of Scholarships and Free Tuition.

The College maintains 169 four-year scholarships in the Agricultural and Textile Courses, and 51 in the One-Year Agricultural Course (October 3rd to June 1st). Each scholarship is worth \$100 and free tuition.

Scholarship and entrance examinations are held at the county court houses at 9 A. M., July 12th. Write for full information in regard to the scholarships open to your county next session, and the laws governing their award.

Credit will be given for any examinations passed at the county seat.

The State Board of Charities and Corrections is charged with investigating the financial standing of all applicants for four-year scholarships and free tuition, and reporting their findings to the Board of Trustees of the College. This Board passes upon the matter, accepting as correct the information gathered by the State Board. Appeal from the decision of the Trustees may be made to the State Board of Education.

The College will furnish blanks to all applicants for scholarships and free tuition.

Summer School

Courses For

- Agricultural Teachers (July 2nd to August 27th)
- Corn Club Boys (July 16th to July 27th) (July 31st to August 10th)
- Rural Preachers (July 2nd to July 13th)
- Cotton Graders (July 2nd to July 23rd)
- County Superintendents (July 2nd to July 13th)
- Poultry Husbandry (July 16th to July 23rd)
- Cost of All Courses
- For Room, Board, Water, Light, etc., \$1.00 per day.
- No tuition charged.

Military Training

Clemson College is rated by the War Department as a "Military College." All students are required to wear the uniform and are under military discipline at all times. Military instruction is supervised by regular army officers.

Clemson College has over 800 men in the service, many of them holding high rank. When war was declared, fifty-one of the class of 1917 went to the first officers' training camp, and forty-seven of these won commissions. Since then, the military instruction has been made even more efficient. No patriotic young man can afford to miss the opportunity of combining with a technical education thorough military training.

Clemson College is a member of the Senior Division of the Reserve Officers' Training Corps. All Freshmen, Sophomores and Short Course students are required to take the Basic Course of three hours military instruction per week. Juniors and Seniors may enter the Advanced Course if physically and otherwise qualified, and if admitted, are required to take additional military instruction.

All students in the Basic and Advanced Course receive from the government \$14.00 on their uniforms, and students in the Advanced Course \$9.00 per month in addition for subsistence.

While no obligation rests upon the graduate of the Advanced Course, completion of it gives distinct military advantages and special military opportunities. Membership in the advanced course amounts practically to a two year scholarship furnished by the Federal Government.

"Drive Courses"

For Teachers of Agriculture in Schools. (1 Session)
For Chemists. (1 Session)
Write for Details.

ITALIANS DASH FOR LIBERTY.

Conditions So Insufferably Bad Began Planning Upon Arrival.

London, May 16.—It has always been considered fair game in war for prisoners to escape from confinement wherever opportunity presents itself, and to make what opportunities they can for themselves, on the clear understanding that they take their lives in their own hands, it being no offense against the rules of the game for their pursuers to shoot them dead on coming within range of them.

The record for this war in the way of prison-breaking unquestionably has been made by a party of eight Italian soldiers, who escaped from an internment camp in Czernowitz, where they had been incarcerated for eighteen months.

These Italian "escapades, arrived in London a few weeks ago and I met them immediately after their arrival in a little Italian restaurant where they were the guests of the proprietor. Private Danni, who was selected as their spokesman for the reason that he spoke French, told me that they had reached London after ninety days of traveling, partly on foot, partly by rail, and partly by sea. Their camp life at Czernowitz was so insufferably bad from the first that they began by signs and other devices to prepare a plot of escape.

"We would all have rather been dead than alive in that inferno," said Danni, "and sooner than fall into the hands of the Austrians again, every one of us would commit suicide, or die of a broken heart if the means to commit suicide were not within our reach. When our great countryman, Dante, wrote his 'Inferno,' he did not know anything about life in an Austrian internment camp. If he had he would have included it among the 'tortures of the damned.'"

Treated Like Beasts.

They were accommodated like beasts, given damp beds of straw to sleep on with rats for their companions in the night. Their hours of labor averaged sixteen for seven days of the week, and their food consisted of unpalatable black bread washed down with draughts of a nauseating beverage called coffee, but no more like coffee than treacle is like honey. Only the pangs of hunger and thirst compelled them to swallow the repulsive rations. Each man had his appointed dole of hard work to do, while over him stood a soldier armed

with a whip which he used freely on the slightest provocation and, when no provocation was forthcoming, applied as a devilish diversion.

It was discovered that the only feasible means of escape lay in digging an aperture in the soft ground under the walls of the prison, and little by little, as opportunity afforded, especially during the night, the subsoil was silently and stealthily dug away by the primitive spade work of fingers and nails. The execution of their plan occupied their minds and relieved the tedium of confinement. When eventually the light of day was seen through the hole in the wall the men experienced their first thrill of joy since they had fallen into the hands of the Austrians.

At length a time was fixed for the dash for liberty. Watching the sentry as he paced along from end to end of the dimly lighted corridor in the night they calculated how long it would take him to reach the extremity of his beat and return again. It was only a matter of a few moments, but so skillfully had they perfected their arrangements that they had all disappeared through the hole before he was aware of their escape.

The Escape.

They stepped out into snow that lay in the open country several feet deep, so that progress was exceedingly difficult at the most critical period of their enterprise. Several of the men were actually wetting waist-deep, and it seemed as if they must be left behind; but by grasping each other's hands they somehow managed to get well away before anything was heard by them of the Austrians in pursuit. Half a mile from the camp was a convenient hollow, into which they scrambled out of sight of the prison, and here it was decided that the mahogany-colored uniform which they wore showed up conspicuously against the white snow. To overcome this difficulty they disrobed in the cold and, taking off their white undergarments wore these on top of the uniforms, which they put on next to their skins.

"It was very irritating at first," said Danni, "but that did not distress us very much when we could see plainly that the ruse would be very useful to us if we were chased."

Scarcely had they thus reversed their clothing when a company of German soldiers came into view apparently marching in their direction. The Italians instantly lay

down in the snow and the German soldiers passed them by on the left without detecting their whereabouts.

"That was a very narrow escape," said Danni, "and we thought we were all dead men. But here we are in London enjoying a first rate dinner under the shadow of St. Paul's Cathedral."

Sixteen hundred miles lay before the soldiers and the Arctic ocean, where lay their only chance of escaping to England. The first stage of their route lay through Bessarabia, across the Province of Podolia, through Volhynia and on to Minsk, a distance of 350 miles, every yard of which they must traverse—and did traverse—on foot with the result that upon reaching Minsk their boots were reduced to tatters hardly resembling footwear at all. The frost and snow had bitten their feet until every movement was an agony and nothing, but the passion for freedom enabled them to bear up and struggle on.

Of food they had practically none and were obliged to subsist mainly upon radishes and other roots which they found at the bottom of the snow. The Russian peasants extended every hospitality within their power, but their resources in this direction were decidedly limited. A great stroke of luck befell them when a particularly genial old peasant produced some of the forbidden vodka which he had secreted in some corner of his hut. He gave them a small quantity and their gratitude was expressed to me by Danni, who said:

"We have built a monument to that peasant in our hearts."

Trains were running frequently from Minsk to Petrograd, a distance of 400 or 500 miles, but these trains only proved tantalizing to the Italians, who had no money with which to pay their fares. Here again the necessities of the position drove them to desperate measures. The trains moved in a very leisurely manner, and were mostly full of soldiers, who were likely to be friendly. The Italians secreted themselves a little way outside Minsk station, and as one of these trains left in the dark they jumped on behind and as they expected were well received by the soldiers to whom they conveyed as best they could an idea of their position. Two of the Italians jumped on the couplings between the last carriage and the brake van, and in that position they traveled without food or drink for two days.

Fifty Days to Petrograd.

Eventually Petrograd was reached

after the fugitives had been fifty days on their journey. The spectacle they presented on calling at the Italian consulate was that of famishing, unwashed, half-demented men attired in rags and looking as if their reason had left them. The consul immediately procured food and clothing, and for three days they remained in Petrograd, when they felt sufficiently refreshed to resume their journey; for the object upon which they had set their minds was to reach England, and thereafter to return to their own country and fight the foe they had learned so heartily to detest.

It might well be asked how did the Italian soldiers protect themselves against the cold, which grew more intense every day? How and where did they sleep at night? Were they not in constant danger of starving to death? Did any of them become faint-hearted and threaten to put an end to the business by the last means left to men in overwhelming difficulties?

Life in Snow Huts.

The answers to these questions were given by Stefano Danni after a consultation with his fellow "escapades." They constructed huts of snow and discovered, as travelers frequently do in the Arctic, that warmth was actually obtainable in such circumstances. Their "bed-clothes" were snow; their drink was derived by sucking ice, and they managed to keep together by holding each other's hands and moving in a single file, leaning on each other's shoulders—a string of weary men weak and bent from exhaustion, trudging through the pitiless Arctic region, buoyed up by the remote hope of yet reaching their homeland alive. None of them gave up, though all of them had threatening fits of faintheartedness.

Was there ever a picture in the world of ice and snow, like this picture of eight Italian soldiers tramping through blinding snow-storms, and singing, as they did for hours together, the stirring strains of the Garibaldi Hymn, to keep up their drooping spirits?

On the seventy-fifth day of their pilgrimage from Czernowitz far away behind them in Austria, Murman on the shores of the Arctic ocean was reached by tortuous routes and unspeakably painful degrees. Here, where everybody was kind and sympathetic, they stayed nearly a week, waiting for a ship to take them to England, where they knew all would be well. By a strange irony of fate a steamer called the "Huntsend" was placed at their disposal, bound for

Newcastle-on-Tyne. The "Huntsend" was a steamer of the Hamburg-American line that had been captured by the British and was now being put to British uses. It gave the Italian soldiers a peculiar satisfaction to know that in this way their barbarous enemies were, so to speak, compelled to minister to their wants in the last stage of their adventures.

In due course the "Huntsend," which was making its first voyage after the break-up of the ice, arrived at Newcastle, where they were clothed and nourished back to life and fitness. Their stay in Newcastle was short, money and Italian uniforms being given to them at the consulate there. On their reaching London the Italian ambassador had everything done to minister to their comforts. They spent a week in the metropolis enjoying "a very good time among Italian friends and English sympathizers."

"If we are killed when we begin fighting again," said Stefano Danni, "it will be a glorious thing to die in the cause of liberty; so very much better than to have died in a prison camp under the lash of the unspeakable Huns."

THE CYCLOPS MYSTERY.

(Continued from page 2, column 6.)

Pickering to go under.

The Wasp with 140 men under command of Commander Johnston Blakely, engaged and captured on September 1, 1814, the British brig Atlanta. A Swedish brig reported having spoken to her three weeks after that date, but no further news ever was had about her. She is supposed to have foundered in a gale.

The Hamilton, one of Commodore Chauncey's squadron on Lake Ontario, capsized on the night of August 10, 1813, while trying to weather the enemy's squadron.

"All hands," says the official chronicle, "are supposed to have been at quarters."

The Epervier, a ship of eighteen guns and a complement of 128, captured from the British by the U. S. S. Peacock, sailed from Gibraltar for this country on July 4, 1815. She last was seen by a merchant vessel on August 14 in mid-Atlantic.

The Lynx, a schooner of three guns with fifty men on board, commanded by Lieut. J. R. Madison, sailed from St. Mary's Fla., for Jamaica, on New Year's Day, 1821. She last was sighted on January 22 that year.

The Wildcat, with three guns and

thirty-one men, commanded by Lieut. J. F. Legare, sailed from Cuba for Key West in 1824. She is supposed to have gone ashore on Carysford reef, as an armchrest and other wreckage from the vessel later were found there.

Armed with eighteen guns and carrying a crew of 140 men, the Hornet, with Commander Otho Norris as skipper, foundered in a gale off Tampico on September 10, 1829, with a loss of all hands.

The Sylph, a small naval schooner, also believed to have foundered a few years later, as she never was heard after her departure from port. The Sea Gull, which left Orange Harbor for Valparaiso in company with the Flying Fish on April 23, is believed to have sunk in a severe gale, from which the Flying Fish took refuge under false Cape Horn.

Sailed from Charleston.

The Grampus, a schooner of twelve guns, sailed from Charleston, S. C., about March 14, 1843, and was due at Norfolk, Va., between the 8th and 15th of April. In June the Navy Department abandoned all hope for her safety.

The Jefferson, a steamer engaged in the coast survey was lost near the Straits of Magellan in 1850.

The Albany, a sloop-of-war with 210 men under command of Commander J. T. Gerry, sailed from Aspinwall on September 29, 1854, for New York. After a long wait the steamers Princeton and Fulton were sent in search of her, but no trace ever was discovered.

The Levant, also a sloop-of-war with 210 men, under Capt. William Hunt, departed from Hilo in the Sandwich Islands on September 13, 1860. Vessels of the Pacific squadron searched for her many months, but the only traces ever found were an oar and broken spar, believed to have belonged to her.

The only case in recent years of a naval vessel, other than the Cyclops, disappearing from the face of the sea, is the tug Nina, which officially was declared lost by the department on March 15, 1910. She is believed to have foundered with all hands in a gale off the Atlantic coast.

Henry S. Felder, of Bamberg, familiarly known as "Punch," was a member of the crew of the Cyclops.

Let's not wait for "history to punish the Boche." Why not do it ourselves, and permit history to tell about it?