

ACCORDING TO HIS LIGHTS

A Conscientious Objector, But Not a Slacker Nor a Coward.

THE STORY OF PRIVATE RICHARD STIERHEIM

Soldier Who Was Willing to Die Rather Than Kill; But Was Absolutely Without Fear, and Devoted Himself to the Service of His Fellow Soldiers.

Philadelphia Public Ledger.

Death is preferable to a prison term to Richard Stierheim, the conscientious objector who refused to carry arms...

Stierheim is a member of Company D, 315th Infantry. His home is in Ingham, a small town just north of Pittsburgh...

Stierheim himself is extremely reticent. It was only by bits and dabs that this story was got from him.

Stierheim has no objections to war. Stierheim claims no connection with and religious creed.

"I do not profess any religion in particular," he said. "I was born and raised a Roman Catholic, but I do not claim to be a member of the church now."

"I do believe in God and I believe in the Bible. That book contains ten commandments, one of which forbids the killing of your fellow-men."

"He objects to all wars. I object to the United States fighting Germany just as much as I object to Germany fighting the United States."

"They thought perhaps I was yellow when I would not fight, but that I proved to them that I was not. And yet I didn't do anything worth bragging about."

The soldier showed no concern whatsoever about the future of his case. "The newspapers this morning say that the sentence for my deserting when I thought that was the only thing for a conscientious objector to do was death."

Stierheim deserted his company a short time after he had landed in France. When taken before a court-martial he freely admitted that he had deserted.

"I was headed for Spain when they caught me," Stierheim explained yesterday. "And I told the officers that while I was court-martialed, I pleaded guilty. They told me they had done it. That was all there was to it. I have not even bothered about getting a copy of the charges or the records of the trial."

The soldier roamed at will about Camp Dix yesterday, although all during the fighting in France he was under guard.

On one occasion, just before one of the officers escaped from his guard, and was shot at twice, but returned of his free will.

"I was afraid I might get the guard into trouble," he explained. "I made up my mind that I wanted to get away. The guard had orders to shoot to kill. I told him I was going and that if he was a good shot I probably wouldn't get away."

Stierheim has no desire to receive the Distinguished Service Cross or any other decoration for his many deeds of valor on the battlefields.

"Oh, I guess I would take it if they gave it to me," he replied when questioned. "But I'm not hankering after any decorations. It's the ones that did something that should get it."

Praises Work of Chaplain. "I'll tell you a fellow that deserves it. That's Chaplain Lancaster. There's a man that did some real work and I know him. I worked with him for a good bit while we were at the front."

Stierheim was drafted while working in the shipyards at Sparrows Point, near Baltimore. He was a carpenter and had worked at that trade for the major part of twenty-seven years of his life.

Then the regiment went to France. "I drilled with a rifle over there for two days," said Stierheim, "and then decided to have the courage of my convictions and not handle a rifle any longer."

During the fighting Stierheim did all sorts of daring deeds. The boys tell of his walking out through No. Man's Land with a huge can of water on his shoulder, giving aid to the wounded and helping where he could.

"There is no man that is a man," said Stierheim, "who could desert his fellows when they are in trouble. Of course I helped them."

"And I saw a good many of my friends dropping around me, dead and wounded. And that made me feel pretty bad. Of course, it was all war. No, it didn't make me mad at the fellows we were fighting. It was just a matter of war. Those fellows in the other trenches couldn't help being

there any more than we could. They were trying to kill our men just as we were trying to kill them. No, I didn't feel any more against them after my fellows were shot down than I did before."

Went into No Man's Land. On one occasion, according to Stierheim's companions, a sergeant of the company was shot down in No Man's Land. Stierheim walked out alone where he had fallen.

On another occasion Stierheim was found tugging at a half-buried log in the trench. He called to some of his fellows to help him get it out.

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ANOTHER ENTRY IN THE TRANSATLANTIC AIR RACE



The Vimy-Rolls machine entered by Messrs. Vickers in the transatlantic flight contest. It will start from Newfoundland. At the left is Lieut. Arthur W. Brown, navigator, and at the right, Captain Alcock, pilot of this airplane.

"CHER AMI'S" WAR RECORD.

How Soldier Pigeon Saved the Lost Battalion.

The story of Cher Ami, the soldier pigeon which saved the "lost battalion" and is the only bird in the American army which wears the distinguished service cross, having lost its left leg and the plumage from its breast in action.

By Gen. Pershing's orders, Cher Ami was sent from France with all the honors due him for his great service. It was the famous "Lost Battalion," surrounded and starving for days in the Argonne Forest.

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The particular aphid that attacks corn is called the corn root aphid because of its preference for that plant. In gardens it is very common on asters and related plants.

Both the United States and Great Britain are turning from the standardized types to the task of balancing their fleets, although ships of the standardized types necessarily will form the backbone of the fleets of both nations.

Elevation of the Lowly.—Who in America five years ago could have imagined the scene that took place when the assistant treasurer of the United States publicly bought himself a fresh doughnut on the steps of the treasury in New York city?

It is worth much more than you spend on a visit to a 5-and-10-cent store or up-to-date popular-priced restaurant, just to see how efficiently everything is handled.

LEADING IN SHIPS.

American Merchant Marine Much Greater Than Ever.

"Emergency" ships, built under contract for the United States Shipping board, standardized and rushed to completion in the greatest industrial drive of the war.

Many of these ships that were built under the urge of war, a tonnage aggregating 2,000,000 gross tons, are now in overseas service.

The desire of the Shipping board to balance the sheet and give it elasticity and the highest commercial strength chiefly affects future construction.

A comparison of American and British activity in shipbuilding was furnished by the Shipping board. The table shows that 486 steel cargo steamships of 2,000 gross tons or more are now under construction for America.

When cold weather is approaching and the ant carries the aphids' eggs and the young ants deeper into the soil, the ant goes at least eight inches deeper than the ordinary plow furrow.

The corn root-aphids in fields are controlled by rotating with crops upon which the aphids can not live by plowing and disking, breaking up the ant and aphid colonies, and by the use of certain pungent substances.

To home gardeners whose plants are attacked by aphids, such as the melon aphid, spinach aphid, potato aphid, and the turnip and cabbage aphids, which live above ground, the specialists in agriculture recommend spraying with 40 per cent nicotine sulphate at the rate of one teaspoonful of the sulphate to one gallon of water.

Killing the ants, of course, by destroying their colonies, will help in the control of the corn root-aphid in gardens, and this is about the only way that can be controlled, since, living underground, it can not be reached by sprays.

Spraying with nicotine sulphate, however, is the standard remedy for most garden aphids, and should not be postponed or neglected when they are found to be present.

BRITAIN DEPORTING BOLSHEVISTS

About one hundred bolshevists were removed from Brixton prison, London, for deportation to Russia.

The photograph shows a small crowd of relatives and friends of the prisoners gathering about the entrance to the prison as the first motorbus was filled up.

TREES FOR OUR ROADS.

Highway Commission Has in Mind Black Walnut and Pecan.

At its meeting in June writes W. J. Cormack the Columbia correspondent of the News and Courier the state highway commissioner will consider plans for planting trees along hard-surfaced roads already constructed and to be constructed in South Carolina.

It has been suggested that the commission decided on black walnut trees for bordering the hard-surfaced roads in the Piedmont, and pecan trees for similar roads in the coastal section of the state.

From the utilitarian standpoint the black walnut would be a splendid choice, for the reason that the timber it yields has become very scarce.

Returned soldiers have pointed out that in the trees which border the highways France had a resource which contributed substantially to winning the war, as the war brought about an increased demand for timber of all kinds.

The French cut down the shade trees along their roads, taking first alternate trees and then in many instances taking all the trees left standing. So keenly alive were the French to the value of trees that even working under enormous war pressure they had time to plant out seedlings along highways which the necessities of war forced them to denude of trees.

The French highways are built with a view of planting trees on either side of them, and have specially constructed shoulders both along level stretches and in cuts and across fills.

At the present stage of road development in South Carolina engineers don't consider it desirable to border top soil or sand-clay surfaced roads with trees, for the reason that these roads need a great deal of sun in order to dry off rapidly after rain.

Roads with a permanent surface of cement concrete or asphaltic concrete are not affected by shade; in fact shade in summer on such roads would in all probability lessen the enormous wear and tear which they must undergo on account of heat expansion and contraction.

The question of the state highway commission at its meeting in June on the proposal to border hard-surfaced roads with trees will be awaited with keen interest. Undoubtedly all small boys will vote heavily for black walnut and pecan trees.

Condition of Cotton.—There was continued unfavorable weather for cotton in most districts of the belt during the week ending Tuesday, the weather bureau's national weather and crop bulletin has announced.

When wheat cost 75 cents a bushel and No. 2 foundry iron \$15.95 a ton, back in 1913, one ton of iron would buy approximately 21 bushels of wheat.

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When it rains before seven 'twill clear before eleven.

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SIGNS OF THE WEATHER

They Are More or Less Plain to Those Who Understand.

Adam may or may not have tried his hand at weather-prediction, but it is written that as far back as the time of Noah, that gentleman prophesied a long wet spell, and, unlike a lot of later weather-prophets, he had such faith in his own prognostications that he took measures to meet the situation.

When standing on high ground and the horizon is unobstructed from all quarters, if the sky is absolutely cloudless, look for a storm within forty-eight hours.

If it starts to rain after seven o'clock in the morning it will continue to do so all day, and very often it is the indication of a three days' rain.

When it rains and it brightens and darkens alternately you can count on an all-day rain, with a chance of clearing at sundown.

When the rain ceases and the clouds are still massed in heavy blankets one sure sign of clear weather is the patch of blue sky that shows through the rift large enough to make a pair of "sailor's breeches."

Another sign of continued rain is when the smoke from the chimney hovers low around the housetops. When it ascends straight into the air this indicates clearing weather.

A foggy morning is usually the forerunner of a clear afternoon. A thunder-storm in winter (usually in January or February) is always followed by clear, cold weather. It is not, as many think, the breaking up of winter.

People living near the seashore say a storm is "brewing" when the air is salty, caused by the wind blowing from the east.

A red or copper-colored sun or moon indicates great heat. A silvery moon denotes clear, cool weather. The old Indian sign of a dry month was when the ends of the new moon were nearly horizontal and one of them resembled a hook on which the Indian could hang his powder-horn.

Many people troubled with rheumatism and neuralgia usually are excellent barometers and can predict changeable weather by "feeling it in their bones."

And the advice of the old weather sage is "never go out during April month without being accompanied by your umbrella."

And then, for the special benefit of those who never can remember anything they read in prose, do have a faculty for retaining jingles, the following important formulas are set out in verse:

Red in the morning the sailor's warning; Red at night the sailor's delight.

When you see a mackerel sky, 'Twill not be many hours dry.

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COMMODITY VALUES.

Iron Shows Comparative Increase Over Pre-War Level.

Steel and iron prices at present levels show only modern increases over pre-war figures as compared with the advances which have taken place in other commodities, according to statistics which have been compiled by the Daily Iron Trade and Metal Market Report.

In making comparisons, No. 2 foundry pig iron and open hearth billets are taken as the basis, the parallels considered being with wheat, corn, cotton, wool, hogs, and beef cattle.

"Commodity prices," the publication says, "have been advanced abnormally when compared with iron and steel—the reverse is equally true—iron and steel prices have lagged behind the war parade. Equally interesting is the fact that just now, as iron and steel prices are being reduced, the prices being paid to producers of wheat, corn, pork, and beef are increasing, while the decreases in the two exceptions, wool and cotton, are negligible. The spread between the typical steel base and the food commodities widens rapidly just as the distance between two men walking in opposite directions.

"Take wheat and foundry iron for a typical comparison. One ton of No. 2 foundry iron, Chicago furnace, in 1913 would have purchased not quite twenty-one bushels of wheat, Chicago market quotation. Today a ton of this same grade of iron could account for only ten bushels of wheat. Figuring the other way, the price of wheat today is practically three and one-half times what it was in 1913, while foundry iron brings only one and one-half times what it did in 1913.

"Wheat, as stated, now comes at approximately three and one-half times what it did six years ago. Corn is similarly priced; wool, pork, and beef sell for about three times as much, and cotton a little better than twice. Foundry iron, however, is quoted at only one and one-half times what it was in 1913, while the comparative cost of open hearth billets is a fraction greater than that. Foundry iron a billets both registered their high water marks in 1917, when operating costs first dawned with greater effect. Food prices on average for 1918, compared with the average for 1913, showed greater increases than in any period since 1913.

"Beginning with the average of \$15.95 for 1913, foundry iron dropped back to \$13.80 in 1914, and then advanced steadily to \$41.13 in 1917, and since then has receded steadily. Open hearth billets also slipped back in 1914, then mounted to \$73.52 in 1917, with a consistent decline since. Barring a recession of 5 cents in 1916, the price of wheat may be said to have increased steadily ever since 1913. The upward journeys of corn, wool, cotton, pork, and beef have differed only in detail.

When wheat cost 75 cents a bushel and No. 2 foundry iron \$15.95 a ton, back in 1913, one ton of iron would buy approximately 21 bushels of wheat. With No. 2 foundry iron today quoted at \$26.75, wheat to maintain the 1913 relation should be priced at approximately \$12.28 whereas it is \$2.26."

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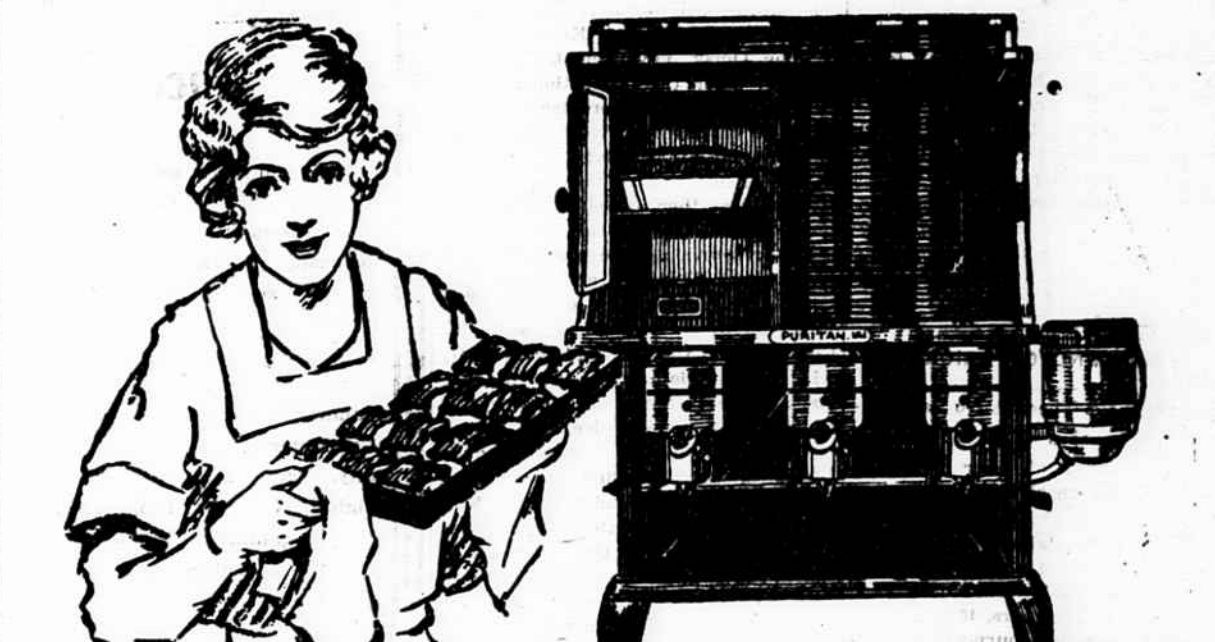
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Advertisement for Puritan Oil Cook Stoves, featuring the text 'BREAKFAST ON TIME' and 'One of the things you'll enjoy about a Puritan Cookstove is its dependability—breakfast is always on time with a Puritan in the house.'



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