

# THE LANCASTER NEWS

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## PACIFIC FLEET IN THE GOLDEN GATE

Steams Through Thrilling a Multitude of Spectators on Every Hill Overlooking Harbor

### REVIEW BEFORE DANIELS

Navy Secretary Sees Forty-Two Gray Giants of Navy Amid Formalities and Booming of Nineteen Guns.

San Francisco, Sept. 4.—A far-flung covenant of protection, 42 gray giants of the American navy, steamed from their overnight anchorage off Bolinas bay, north of San Francisco, and piloted personally by Admiral Hugh Rodman, commander-in-chief, swept through the Golden Gate and passed the famous old battleship Oregon, the reviewing ship in a marine spectacle which thrilled a multitude of spectators. It was the review here of the new Pacific fleet before Secretary of the Navy Daniels and other national, state and municipal officials. In addition to those in the review a train of supply and fuel ships later entered the harbor and cast anchor.

San Francisco, who, ashore, lined the marina off which the Oregon was anchored; and San Franciscans who, in a myriad of small craft, lined the waterway of the naval procession, sought through cheers to express the patriotism they left as they saw and heard the ceremonial.

From every hill and structure overlooking the broad sweep of the harbor, countless thousands had gathered since early morning to view the pageant. Not since May, 1918, when the Atlantic fleet visited this port on its tour of the world, has San Francisco been spectator to a naval review.

Not a few thrilled at the thought that the fleet had come to make its home in the Pacific waters.

Majestically, the long line of war-raft crept carefully through the Golden Gate, past the Presidio military reservation, and the one impragnable old fort point, whose thick brick walls the engineers of civil war days built to withstand the solid shot of enemy frigates; past the modern forts, Miley and Winfield Scott, on the San Francisco side of the harbor, and under the long range guns of Forts Baker and Barry, hidden in the golden brown hills on the opposite shore, where Mount Tamalpais stands sentinel to the Golden Gate.

As the battleship Oregon passed by the leading dreadnaughts, Telegraph hill, a landmark famed for its association with San Francisco's early history, came into view, its rocky slopes thickly crowded with sight-seers. Thence the fleet swung into the upper bay past Goat Island and came to rest while the harbor resounded with the shrilling of whistles from scores of welcoming craft.

The formalities began with the anchoring of the Oregon, commanded by Capt. Ivan Wettingell, off the old expedition grounds—now the marina—at 10 o'clock. About 11 o'clock Mr. Daniels and the secretarial reviewing party boarded the historic vessel.

As the secretary reached the quarter deck and the naval form for his advent was fulfilled, the big guns at Fort Scott boomed a salute of 19 guns.

By this time a long line of the fleet—coming single file—was approaching the gate, led by the dreadnaught New Mexico and with the dreadnaughts Mississippi and Idaho following at intervals of 700 yards.

The next group, commanded by Rear Admiral R. E. Coontz, was composed of his flagship, the dreadnaught Wyoming and the dreadnaught Arkansas, New York and Texas following preserving the distance of 700 yards between ships.

Vice Admiral Clarence S. Williams, on his flagship, the pre-dreadnaught Vermont, led the next group, which also included, in this order, the pre-dreadnaught Nebraska, the armored cruiser North Carolina, the pre-dreadnaught Georgia and the cruiser Seattle.

Rear Admiral Henry Wiley commanded the next group in his flagship, the cruiser Birmingham, and the destroyers Ludlow, Crane, Anthony,

## FORMER SHERIFF SAYS THE RIGHT MAN HANGED

Persons Who Recall Killing of Wesley Wychoff Over 40 Years Ago Say So.

Hickory, N. C., Sept. 1.—It was the distinctive noise of a sawed-off muzzle-loading shot gun, whose sound was known by every resident of the Sherrill's Ford community, that sent Bob McCorkle, a negro, to the gallows and caused "Aunt" Sarah Wychoff to furnish the basis for an interesting newspaper article on a poor old woman who had remained in the state penitentiary for 40 years.

Before proceeding farther, persons here who recall the homicide, who knew the characters involved and who heard the trial and saw the hanging say that the right man was convicted and that "Aunt" Sarah Wychoff went to prison for her part in an affair in which a harmless old man was killed over a bad woman.

Former Sheriff J. W. Blackwelder remembers the event and incidents clearly and he related to this correspondent today the facts as developed at the preliminary hearing, at the trial and at the hanging, and he says the man who fired the shot that killed Wesley Wychoff paid the penalty and that it was not old man Wesley's son, who died a few years ago.

Wesley Wychoff was a comparatively good citizen, given to drinking, but not to violence. A widower, he married a handsome young woman without character. He had a family of several children. The woman was notorious in the Sherrill's Ford section. Mr. Blackwelder says, and another man, who was never brought into the affair, probably was back of the murder.

Bob McCorkle, a negro who spent his days and nights hunting and who carried a sawed-off shot gun all the time, was convicted of the crime. His gun made a peculiar noise when it was fired. One night about 11 o'clock an old negro wheelwright, living not far from the Wychoff home, heard a gun fire. "That was Bob McCorkle's gun," he told his wife, as they both were aroused by the sound. A half hour later somebody came to the old darkey's house to inquire about the murder. He told what he had heard. It was Bob McCorkle's gun for he knew the sound. He did not know that a man had been murdered.

Officers went to McCorkle's home and arrested him. They took possession of his shot gun, powder horn and pouch and compared the paper in McCorkle's pouch with that found as wadding at Wychoff's home. Not only were the pieces alike, but they fitted together and one could read down a column after they had been pieced together.

At the trial, which was held in Alexander Superior court, the old negro's testimony was unshaken and the facts were plain enough to cause a jury of 12 men to pronounce a verdict of guilty. The woman, called "Aunt" Sarah, was given a term in the penitentiary for her part in the affair.

McCorkle did not confess to the murder. Just before he was swung up, he removed his boots and gave them to one of his boys. He remarked that he was made a Judas and that he was betrayed for 30 pieces of silver.

The inference, Mr. Blackwelder said, was that McCorkle had committed the murder for some white man in the community. In any event the case was not pressed further.

That is all there is to the story, so far as the public knows, but if the old woman, in the opinion of Mr. Blackwelder, cared to tell the whole affair she would give a very entertaining narrative. The killing was the result of a plot to remove old man Wychoff so that his handsome young wife and the men with whom she was thick would have least trouble.

There was much interest here in the story, which is familiar in all parts of the county. Mr. Blackwelder was glad "Aunt" Sarah was so popular in the penitentiary and with many others here, he would like to see her last days spent in peace. He doubts whether she recalls the details of the homicide or the incidents leading up to it. There was only one trial for example, the case being moved from Catawba, where the homicide occurred, to Alexander county to insure a fair trial.

## GUARANTEED RETURN ON RAIL SECURITIES

Memorial to Congress Asks For Not Less Than Six Per Cent On Investment

### RATES MAY COME DOWN

After Roads are Returned to Private Owners It May Become Necessary to Reduce To Get Business.

Washington, Sept. 1.—Principles of the Warfield plan, under which a minimum interest return of 6 per cent on railroad securities would be guaranteed through a mandatory adjustment of rates by the Interstate Commerce commission, were endorsed by "50,000,000 persons owning or directly interested in railroad securities" in a memorial to Congress submitted to the house interstate commerce commission by S. Davies Warfield president of the National Association of Owners of Railroad Securities.

Signers of the memorial numbered 5,000 investing institutions, including savings banks, national and state banks, surety companies, trust companies and life and fire insurance companies and 8,189 individual investors. The shipping public also was represented in the indorsement by 16 municipal trade organizations, with an estimate total membership of 30,000. Insurance companies giving their indorsement were said to represent 23,000,000 policyholders while it was estimated that 5,500,000 persons were represented by savings banks.

In presenting the memorial, Mr. Warfield said its signers did not ask "the continuation of autocratic railroad methods of the past but a just and definite solution by the Congress of the most important problem now before the country."

Urging favorable consideration by Congress of the remedial legislation proposed in the Warfield plan, the memorial declared:

"It is our conviction that the railroads cannot avoid destruction and eventual governmental absorption without a primary distributable return of not less than 6 per cent. assured upon the aggregate investment, not through a governmental guarantee, but through the exercise by Congress of its duty to stop, by act, the knife of regulation short of the heart of the transportation system of the United States.

"The responsibility for the existing system and the duty of conserving transportation in America rests exclusively upon Congress. The Interstate Commerce commission has not the power and cannot, consistently with the constitution, be charged with the responsibility of determining fundamental questions of public policy. We appeal to this Congress to discharge its duty by the only possible method. The first requisite is a mandatory declaration that the power of regulation shall not be employed so as to depress net operating income below the level which experience has shown to be necessary to sustain the carriers.

"The legislation proposed is based upon the necessity that Congress shall by law recognize a minimum return on the aggregate investment as a necessary limitation upon its delegation of rate-making power to the Interstate Commerce commission, and shall by law enable that commission to comply with the duty to conserve transportation in America."

INDIANS KILL AMERICAN AND FOUR MEXICAN AIDS

Noigales, Ariz., Sept. 4.—A. P. Hennessy, an American truck driver, formerly employed in the immigration service at Noigales, and four Mexican federal soldiers acting as escort to a truck operated by the San Xavier Mining company, were killed by Yaquis Tuesday, according to reliable information received by forwarding agents of the Laughlin Mining company here today.

The information came from Miguel Lopez, federal judge at La Colorado. The Indians attacked a truck carrying powder and supplies to the San Xavier mine, according to the message.

## CITY SCHOOL WILL OPEN NEXT MONDAY

No Formal Exercises to Be Held Owing to use of Auditoriums as Class Rooms.

### THE LIST OF BOOKS USED

Everything in Readiness for Session Which Promises to Be a Successful One—Begins at Nine O'clock.

The city schools will open at nine o'clock next Monday morning, and everything is in readiness for the session which promises to be one of the most successful ones in the history of the public schools in Lancaster. The crowded condition of the school buildings will somewhat be relieved by the use of the auditoriums as class rooms, and by reason of this there will be no formal exercises held in connection with the opening.

Superintendent Scott has been in the city for the past two weeks making final arrangements for the opening and the corps of teachers is complete. Both the Central and School No. 2 will open at nine o'clock.

Following is the course of study for the year:

**First Grade.**  
Haliburton Primer.  
Hills First Reader.  
Childs World First Reader.  
Practical Writing No. 1.  
Applied Arts Drawing No. 41.

**Second Grade.**  
Hills Second Reader.  
Hunts Modern Word Book.  
Practical Writing No. 2.  
Applied Arts Drawing No. 42.

**Third Grade.**  
Hills Third Reader.  
Childs World Third Reader.  
Hunts Progressive Course in Spelling.  
Smith's Modern Primary Arithmetic.  
Fairbanks Home Geography.  
Practical Writing No. 3.  
Applied Arts Drawing No. 43.

**Fourth Grade.**  
Hills Fourth Reader.  
Childs World Fourth Reader.  
Arnold's "The Mastery of Words."  
Kinard-Withers English Language Book 1.  
Smith's Modern Arithmetic.  
Maury's New Elementary Geography.  
Richie-Caldwell's Primer of Hygiene.  
Practical Writing No. 4.  
Applied Arts—Drawing No. 44.

**Fifth Grade.**  
Hills Fifth Reader.  
Child's World Fifth Reader.  
Arnold's, The Mastery of Words, No. 2.  
Kinard-Withers' English Language No. 1.  
Smith's Modern Advanced Arithmetic.  
White's Beginners History of U. S.  
Maury's New Elements of Geography.  
Practical Writing No. 5.  
Applied Arts Drawing No. 45.

**Sixth Grade.**  
Elson's Sixth Reader.  
Arnold's, The Mastery of Words, Section 3.  
Kinard-Withers, The English Language, Book 2.  
Smith's Modern Advanced Arithmetic.  
History of S. C., Simms.  
Maury's New Complete Geography.  
Richie's Primer of Sanitation and Physiology.  
Practical Writing, Manual No. 6.  
Applied Arts Drawing No. 46.

**Seventh Grade.**  
Elson's Seventh Reader.  
Arnold's, The Mastery of Words, Completed.  
Kinard-Withers, The English Language, Book 2.  
Smith's Modern Advanced Arithmetic.  
Thompson's Grammar School History of U. S.  
Wallace's Civil Government.  
Maury's New Complete Geography.  
Practical Writing, Manual No. 7.

**Eighth Grade.**  
Kern & Noble's First Book in English.  
Paynes Common Words, Misspelled.  
West's Ancient World.  
Well's Algebra, Part 1.  
Collar & Danill's First Year Latin.  
Richie's Physiology, Part 2.

**Ninth Grade.**  
Lewis & Hosc's Practical English.  
Paynes Common Words, Misspelled.  
West's Modern World.  
Well's Algebra.  
Tarr's Physical Geography.

**Tenth Grade.**  
Lewis & Hosc's Practical English.  
Paynes Common Words, Misspelled.  
West's Modern World.  
Well's Algebra.  
Tarr's Physical Geography.

**Eleventh Grade.**  
Lewis & Hosc's Practical English.  
Paynes Common Words, Misspelled.  
West's Modern World.  
Well's Algebra.  
Tarr's Physical Geography.

**Twelfth Grade.**  
Lewis & Hosc's Practical English.  
Paynes Common Words, Misspelled.  
West's Modern World.  
Well's Algebra.  
Tarr's Physical Geography.

## CHARLOTTE DEFEATED IN RACE FOR PENNANT

Columbia Wins Championship of South Atlantic by Beating Charlotte Monday Morning.

Columbia, S. C., Sept. 4.—Columbia won the pennant in the South Atlantic association when the Comers defeated Charlotte in the morning game Monday at Charlotte 5 to 0. The Columbia team took the lead at the outset of the season, and with the exception of about a week, held the lead all season. This is the first time in the 14 years of the association that it took the last day's play to decide the pennant winner. Charlotte finished one game behind Columbia, and the other teams follow in this order: Greenville, Charleston, Augusta and Spartanburg. The race was an exceptionally tight one, three teams having a chance for the pennant at the opening of the last week of play.

The Columbia club, which was managed by Tom Clarke, former big league catcher, returned to Columbia Tuesday and on Wednesday opened a barnstorming trip of four days. Beginning Tuesday, September 9, there will be a post-series of five games with the Atlanta team of the Southern league.

Columbia is wildly excited over the winning of the pennant, about 4,000 fans followed the details of the game by wire and fully 1,000 going from here to Charlotte for the contest.

**GENERAL PERSHING TO HEAD TWO BIG PARADES**

One in New York and One in Washington—Expected to Arrive on September 8.

Washington, Sept. 4.—General Pershing will head the parades in New York and Washington of the first division, it was formally announced today by Maj. Gen. James W. McAndrew, former chief of staff of the American expeditionary forces, who has been detailed by Secretary Baker and General March, chief of staff, to arrange all military matters in connection with the welcome to be accorded the American overseas commander.

General Pershing, who sailed today from Brest on the transport Leviathan, is expected to reach New York on the morning of September 8. General McAndrew said, and will stay in that city three or four days before coming to Washington to report formally to the war department. After the first division parade here it is expected that General Pershing will visit his old home in Missouri, after which he will return to Washington to present his views as to the permanent military policy of the nation before congressional committees.

**AMERICANS WOUNDED BY BOMB THROWING IN SEOUL**

Washington, Sept. 4.—William Harrison, brother of Carter Harrison, former mayor of Chicago, and his wife received slight flesh wounds in the explosion of a bomb thrown at Governor General Saito at Seoul, Korea, yesterday, an official dispatch to the state department today said. No Americans were wounded.

The bomb was thrown as the governor general and his wife were leaving the railroad station and exploded under their carriage. No one was killed but the dispatch said several persons were wounded.

**STREET CAR STRIKE ENDS IN CHARLOTTE**

Contract to Be Signed This Morning Which Puts Men Back to Work.

SAME AS IN GREENVILLE

On Practically The Same Terms Men in Both Cities Go Back to Work Without Discrimination.

Charlotte, N. C., Sept. 5.—Charlotte's street car strike is ended. President Z. V. Taylor, acting for the Southern Public Utilities Company, and a committee of five men, acting for the street car employes, will meet at Mr. Taylor's office this morning at 10 o'clock, and will sign the contract that puts the strikers back to work on the cars this afternoon. The contract is practically the same as that signed by the Greenville strikers last Tuesday.

After an all-day session Wednesday and practically an all-day session yesterday, with a committee going back and forth between union headquarters and President Taylor's office, the street car men late yesterday, agreed to the final draft of the agreement offered by President Taylor and directed their representatives to sign it.

**Electricians Still Out.**

Following this action by the street car men, D. L. Globe, organizer for the International Brotherhood of Electrical Workers, announced last night that the action has no effect on the electrical workers, who, he declared, will remain out at Charlotte, Greenville and Winston-Salem until their union is recognized.

Final draft of the agreement with the carmen showed concessions by both sides. President Taylor, at the last, withdrew his stipulation that 12 men named by him should not be taken back. He did this, he explained, rather than prolong the strike further and punish the other men who were standing by their comrades. At the same time he made it conditional with the committee that these men should retract statements made against the company and its officials and should apologize for these remarks and threats.

The street car men waived recognition of the Amalgamated association, and conceded a slight reduction in the maximum wages asked. At no place in the agreement does the word "Amalgamated" appear, and the wage scale gives a maximum wage of 43 1-2 cents per hour, as against the 45-cent maximum asked by the strikers.

Under the agreement which will be signed this morning, the company agrees to reinstate all men now out on strike, with no discrimination as to their seniority rights, and the men agree to resume work on the same basis immediately. There is a distinct specification that no discrimination shall be made against any man for joining or not joining any organization, this article leaving the men free to belong to the Amalgamated association if they so desire.

**Raise Postal Men.**

Washington, Sept. 4.—Flat increase of \$150 in the annual wages of all postoffice employes is provided by a bill passed today by the house.

**CAPTAIN SPRINGS' AIRPLANE FALLS IN CORNFIELD, FARMER STARTS A SHOW**

(Special Dispatch to New York Herald from Roosevelt Field, L. I.)

Major Elliot Springs and his observer, Lieutenant Roullot, who completed their race today, were forced to descend near Batavia on their way because of motor trouble.

They landed in a cornfield. The frate farmer galloped at them, shouting:—

"Hey, what you fellers doin in my cornfield?"

"We just dropped in to make a social call," replied Springs.

Then the Major explained the difficulty and said he would remove the airplane as soon as he could make repairs. Meantime he and his observer would walk to a telephone and call up headquarters.

"Wall," advised the farmer, "reck-

on you'll have to walk putry fur up the road to find one. We'll take care of yer verlocipede."

Springs and Roullot were gone for more than an hour. When they returned they were startled to see a big sign hanging up where it could be plainly seen down the road, reading:—

"See the great American ace and airplane that fell 2,000 feet. Admission, 50 cents."

"They'll get a swell crowd in this lonely place," remarked Springs.

"How's business?" the Major inquired walking up to the farmer.

"Purty good, so far," was the reply. "Collected little more'n seventy dollars up to date."

Springs made quick repairs, cranked up and whirred away.

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(Continued on Page 5.)

(Continued on Page 4.)