

# Capital Journal

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## The Old Guard Dying

The Old Guard dies, but never surrenders, and the Old Guard is dying off pretty rapidly, in fact just as rapidly as the primaries are being held. Indiana, Pennsylvania, Iowa, North Dakota, Kansas, all record the passing of the standard, all mark the dissatisfaction of the people with the conduct of the government, and yet the Old Guard pays not the slightest heed, and speeds headlong to political annihilation.

Everyone except the reactionary bourbons in control of congress sees the handwriting on the wall, senses the popular dissatisfaction with the proposed tariff, which apparently has no defenders outside of congress besides its beneficiaries, yet there is not the slightest break in the ranks of those attempting to force it over.

History repeats itself. The McKinley high tariff defeated the republicans in 1892; the Payne-Aldrich high tariff defeated them in 1912, and the unpopularity of this highest and worst and most inexcusable of all the tariffs, the Fordney-McCumber tariff, will defeat the republican party in 1924, yet the Old Guard will go down to defeat sooner than surrender to reason, for campaign promises must be made good at the public expense even though it means political suicide.

It seems that framing of the tariff schedules has been turned over to about a dozen men, some of them captains of industry and some of them United States senators or representatives. Senator Gooding of Idaho has charge of the wool schedules with the assistance of John P. Wood of the National Association of Wool Manufacturers; Senator Freleighuysen of New Jersey, with Senator Dupont of Delaware in the background, of the duties on dyes and dyestuffs; Senator Smoot of Utah of the duty on sugar; Representative Liltauer of New York of the tariff on gloves; former Senator Lippitt of Rhode Island of cotton goods duties; Wm. V. Campbell of New York, chairman of the National Association of Hat Manufacturers, of the duties on hats; Horace B. Cheney, chairman of the Silk Association of America, has written the duties on silk and silk goods, and a group of United States Steel Corporation officials, the duties on metals.

So it goes. The public pays the freight, so that special interests may profiteer, but the Old Guard is delivering the goods even at the cost of political existence.

## OLCOTT LEADS RECOUNT

(Continued from page one)  
court, the lawyers and the newspaper men who for 10 days have been listening constantly to the attempts of the contestant to substantiate the charges made, viz:

### Charges Blow Up

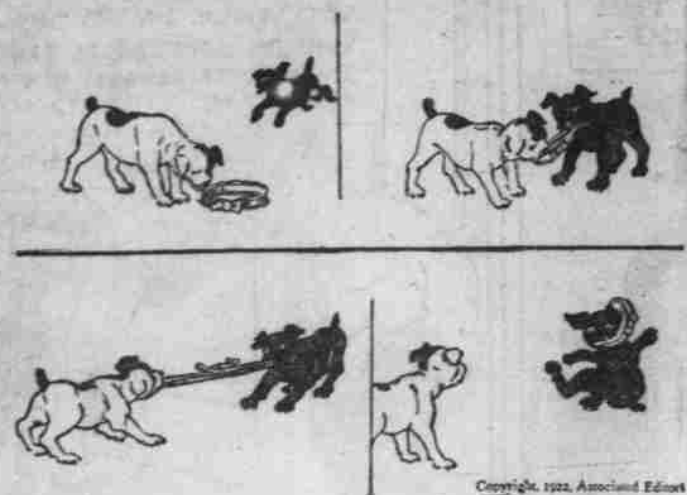
1.—That there were hundreds of errors in the ballot count favorable to Governor Olcott and detrimental to Hall.  
2.—That hundreds of voters cast their ballots for Olcott by reason of undue and unlawful influence exercised by priests and officials of the Catholic church and others opposed to Hall.

For more than eight days the actual recount has now been in progress. Approximately 20,000 ballots in 200 representative precincts of the two largest voting counties in the state have checked without changing the result of the official canvass more than half a dozen votes in favor of either candidate at any time. Even the attorneys for the contestant have freely admitting that they have failed completely in their attempt to reveal errors in the work of the election officials, or a conspiracy to favor either candidate in the count.

### Evidence is Gossip

The purported evidence, gathered by investigators for the Ku Klux Klan and other organizations

## PANTOMIME—By J. H. Striebel



## What Happened When Sheila Elliston Refused Love?

By Idah McGilgus Gibson  
Susanne Wires  
"Well, perhaps I am jealous, Kay," confessed Phil "but I'll just tell you one thing right now, if Sheila Elliston goes back to the hospital here's where your brother Phil finds something chronic the matter with himself; something that no nurse can adequately care for except Sheila."

"I shall give her a permanent position in my sick room, no matter how much it costs, then that meddling doctor can take it out in worrying about her duty to humanity if he wants to."

"Phil had been pouring out his protests at such a great rate that I had not looked at the message in my hand. I knew, of course, that it told him that Susanne Jones was returning. I glanced at it now. It was dated from the ship and read:

"La France will dock tomorrow noon Baddy. I am on it and most anxious to see you. Started home earlier than I intended but it was lonely over there with all my friends back home. Expect to see you fraternally waving as the boat slips in."

"Susanne!"  
"Well!" the word left my lips with rising inflection.  
Phil had the grace to blush, but he stood stanchly by his guns.

"Don't be a goose, Kay, I'm just what she calls, me—her buddy. Men and women became very comradly during the war, you know. There's nothing in it—I told you so when I told you about Susanne."

"Phil," I asked as solemnly as I could, because my lips were smiling, "is it possible that you are archaic enough to believe that there is such a thing as platonic love?"  
"Of course not, Kay," he grinned, "but there can be sometimes a wonderful kind of friendship between a man and a woman provided they are both too much engrossed in some great cause to be interested in each other."

"Why keep harking back to the war, Phil—it's over years ago," I said.  
"Simply because we who were in it can never think quite the same of life as we did before, Kay."

"Yes, I know," I answered softly "it changed all things for me when it took Blake away from me. But you know that you are just hating on the bush. You are trying to find a way to put Susanne Jones off for a day or two until you have settled matters with Sheila. I do not blame you for trying to settle that before there is any interruption. However, I think Susanne's coming is rather a good thing. Phil, you will probably find out that this wonderful fascination which Sheila exerts over you is nothing but your desire for a new sensation."

"Stop, Kay! Please don't tell me that again. Don't you suppose a man knows when he is in love with a woman?"  
"Not always, my dear brother. Else there would be no breach of promise cases in court."  
"Don't be sarcastic. I know I love Sheila."  
"Well, I expect that will not keep you from meeting your Baddy," interrupted.

"Of course not," answered Phil in surprise. "I could do nothing else. Why do you know that Susanne and I were 'Buddies' as you call it?"  
"No, my dear Phil; it was not I that called you 'Buddies.' It was Susanne."  
"Well, we were intimate friends all through the war and she did me many a favor. She's a nice girl and I think possibly I might have married her some day if I hadn't met Sheila."  
"I'm going to find her now. Wish me luck, Kay, for I am going to try to make her promise that she'll take a little interest in me."

"Up to date, she has been most delightfully casual and impersonal, you know."  
"In other words, Phil, you are going to do the thing I told you you wanted to do. You are going to try to get things all settled with Sheila before you meet the boat and Susanne in the morning."  
"Kay, you are incorrigible. I'm not going to stay with you another minute."  
Phil stepped forward through the long French windows onto the terrace and was gone in search of Sheila.

The night was glorious; how I envied them! I remember when Blake first told me he loved me. Again the old sorrow seemed to engulf me. I could not understand why I should be left alone when we loved each other so much. Surely there were other war wives who would not have cared as much as I.

I hoped that Phil would find his happiness in Sheila and I said a little prayer that all would be well with them. There seemed so little happiness at that moment in all this world with Blake gone from me that I wanted my dear brother to have his share.  
Tomorrow—Phil's Proposal.

of exercising his own free will in the choice of a candidate. Only one course is open to them in proving this—the possibility of getting the individual to take the stand and swear that he cast his vote with fraudulent intent, or under influences which subordinated his own free will.  
Up to Voters Alone  
Under any circumstances there remains one bit of evidence necessary to the contestant which no one has yet suggested a means of securing—the name of the candidate for which the individual voter cast his ballot. The voters alone can answer that question, and when asked to do so nine out of ten of them will probably inform the lawyers that it is none of their business for whom they voted.

The hopelessness of their remaining task will become clearly apparent within two or three days after the taking of testimony has begun. The first witness will probably be summoned when the court reconvenes in Salem Thursday morning.  
From then on it is but a matter of days until the recount collapses.  
Court May Dismiss  
There are those who contend, of course, that the proceedings will continue until the \$50,000 or \$60,000 raised among klansmen and others has been completely absorbed by the lawyers and others benefiting from the recount. But they fail to take into consideration the fact that there are lawyers of costly established legal reputations connected with the Hall forces who cannot afford to jeopardize their standings by remaining connected with a case which has "flaccid" written in indelible ink across the face of it.  
Another point of which the

## EMPTY CARRIER RATES REDUCED

The Southern Pacific has established the following rates on carriers (not new packages) empty; namely, tin cans, crates, fruit and vegetable boxes and crates, cider or vinegar barrels, when returned to original point of shipment from which forwarded, or when shipped for a return paying load over the same line or route as the outbound movement empty.  
Rates to apply on carloads with a minimum of 12,000 pounds, subject to minimum charge of \$10 per car, and according to the distance between points of movement:  
15 miles or less 5c; over 15 miles not over 25 miles 6c; over 25 miles not over 35 miles 7c; over 35 miles not over 45 miles 8c; over 45 miles not over 55 miles 9c; over 55 miles not over 65 miles 10c; over 65 miles not over 75 miles 11c; over 75 miles not over 85 miles 12c; over 85 miles not over 95 miles 13c; over 95 miles not over 105 miles 14c; over 105 miles not over 115 miles 15c; over 115 miles not over 125 miles 16c; over 125 miles not over 135 miles 17c; over 135 miles not over 145 miles 18c; over 145 miles not over 155 miles 19c; over 155 miles not over 165 miles 20c; over 165 miles not over 175 miles 21c; over 175 miles not over 185 miles 22c; over 185 miles not over 195 miles 23c; over 195 miles not over 205 miles 24c; over 205 miles not over 215 miles 25c; over 215 miles not over 225 miles 26c; over 225 miles not over 235 miles 27c; over 235 miles not over 245 miles 28c; over 245 miles not over 255 miles 29c; over 255 miles not over 265 miles 30c; over 265 miles not over 275 miles 31c; over 275 miles not over 285 miles 32c; over 285 miles not over 295 miles 33c; over 295 miles not over 305 miles 34c; over 305 miles not over 315 miles 35c; over 315 miles not over 325 miles 36c; over 325 miles not over 335 miles 37c; over 335 miles not over 345 miles 38c; over 345 miles not over 355 miles 39c; over 355 miles not over 365 miles 40c; over 365 miles not over 375 miles 41c; over 375 miles not over 385 miles 42c; over 385 miles not over 395 miles 43c; over 395 miles not over 405 miles 44c; over 405 miles not over 415 miles 45c; over 415 miles not over 425 miles 46c; over 425 miles not over 435 miles 47c; over 435 miles not over 445 miles 48c; over 445 miles not over 455 miles 49c; over 455 miles not over 465 miles 50c; over 465 miles not over 475 miles 51c; over 475 miles not over 485 miles 52c; over 485 miles not over 495 miles 53c; over 495 miles not over 505 miles 54c; over 505 miles not over 515 miles 55c; over 515 miles not over 525 miles 56c; over 525 miles not over 535 miles 57c; over 535 miles not over 545 miles 58c; over 545 miles not over 555 miles 59c; over 555 miles not over 565 miles 60c; over 565 miles not over 575 miles 61c; over 575 miles not over 585 miles 62c; over 585 miles not over 595 miles 63c; over 595 miles not over 605 miles 64c; over 605 miles not over 615 miles 65c; over 615 miles not over 625 miles 66c; over 625 miles not over 635 miles 67c; over 635 miles not over 645 miles 68c; over 645 miles not over 655 miles 69c; over 655 miles not over 665 miles 70c; over 665 miles not over 675 miles 71c; over 675 miles not over 685 miles 72c; over 685 miles not over 695 miles 73c; over 695 miles not over 705 miles 74c; over 705 miles not over 715 miles 75c; over 715 miles not over 725 miles 76c; over 725 miles not over 735 miles 77c; over 735 miles not over 745 miles 78c; over 745 miles not over 755 miles 79c; over 755 miles not over 765 miles 80c; over 765 miles not over 775 miles 81c; over 775 miles not over 785 miles 82c; over 785 miles not over 795 miles 83c; 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over 1,045 miles not over 1,055 miles 1.09; over 1,055 miles not over 1,065 miles 1.10; over 1,065 miles not over 1,075 miles 1.11; over 1,075 miles not over 1,085 miles 1.12; over 1,085 miles not over 1,095 miles 1.13; over 1,095 miles not over 1,105 miles 1.14; over 1,105 miles not over 1,115 miles 1.15; over 1,115 miles not over 1,125 miles 1.16; over 1,125 miles not over 1,135 miles 1.17; over 1,135 miles not over 1,145 miles 1.18; over 1,145 miles not over 1,155 miles 1.19; over 1,155 miles not over 1,165 miles 1.20; over 1,165 miles not over 1,175 miles 1.21; over 1,175 miles not over 1,185 miles 1.22; over 1,185 miles not over 1,195 miles 1.23; over 1,195 miles not over 1,205 miles 1.24; over 1,205 miles not over 1,215 miles 1.25; over 1,215 miles not over 1,225 miles 1.26; over 1,225 miles not over 1,235 miles 1.27; over 1,235 miles not over 1,245 miles 1.28; over 1,245 miles not over 1,255 miles 1.29; over 1,255 miles not over 1,265 miles 1.30; over 1,265 miles not over 1,275 miles 1.31; 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over 3,575 miles not over 3,585 miles 3.62; over 3,585 miles not over 3,595 miles 3.63; over 3,595 miles not over 3,605 miles 3.64; over 3,605 miles not over 3,615 miles 3.65; over 3,615 miles not over 3,625 miles 3.66; over 3,625 miles not over 3,635 miles 3.67; over 3,635 miles not over 3,645 miles 3.68; over 3,645 miles not over 3,655 miles 3.69; over 3,655 miles not over 3,665 miles 3.70; over 3,665 miles not over 3,675 miles 3.71; over 3,675 miles not over 3,685 miles 3.72; over 3,685 miles not over 3,695 miles 3.73; over 3,695 miles not over 3,705 miles 3.74; over 3,705 miles not over 3,715 miles 3.75; over 3,715 miles not over 3,725 miles 3.76; over 3,725 miles not over 3,735 miles 3.77; over 3,735 miles not over 3,745 miles 3.78; over 3,745 miles not over 3,755 miles 3.79; over 3,755 miles not over 3,765 miles 3.80; over 3,765 miles not over 3,775 miles 3.81; over 3,775 miles not over 3,785 miles 3.82; over 3,785 miles not over 3,795 miles 3.83; over 3,795 miles not over 3,805 miles 3.84; over 3,805 miles not over 3,815 miles 3.85; over 3,815 miles not over 3,825 miles 3.86; over 3,825 miles not over 3,835 miles 3.87; over 3,835 miles not over 3,845 miles 3.88; over 3,845 miles not over 3,855 miles 3.89; over 3,855 miles not over 3,865 miles 3.90; over 3,865 miles not over 3,875 miles 3.91; over 3,875 miles not over 3,885 miles 3.92; over 3,885 miles not over 3,895 miles 3.93; over 3,895 miles not over 3,905 miles 3.94; over 3,905 miles not over 3,915 miles 3.95; over 3,915 miles not over 3,925 miles 3.96; over 3,925 miles not over 3,935 miles 3.97; over 3,935 miles not over 3,945 miles 3.98; over 3,945 miles not over 3,955 miles 3.99; over 3,955 miles not over 3,965 miles 4.00; over 3,965 miles not over 3,975 miles 4.01; over 3,975 miles not over 3,985 miles 4.02; over 3,985 miles not over 3,995 miles 4.03; over 3,995 miles not over 4,005 miles 4.04; over 4,005 miles not over 4,015 miles 4.05; over 4,015 miles not over 4,025 miles 4.06; over 4,025 miles not over 4,035 miles 4.07; over 4,035 miles not over 4,045 miles 4.08; over 4,045 miles not over 4,055 miles 4.