

POINDEXTER LOSES STRONG SUPPORTER

Withdrawal of Stevenson's
Aid Held Significant.

BREAK CAMPAIGN SEQUEL

One-Time Prominent Political
Worker, Long 'Submerged,' Comes
Back, Promises Results.

PUGET SOUND BUREAU, Seattle, Wash., May 6.—(Special.)—George H. Stevenson has withdrawn his support of the candidacy of United States Senator PoinDEXTER for re-election and has sent notice to that effect to Senator PoinDEXTER at the national capital. A couple of weeks ago this announcement would have been of little interest to a few persons who follow the course of Washington state politics. It would scarcely anywhere have been regarded as of importance. Today it takes on significance, for within a week George Stevenson has come bouncing back as a political factor of no slight power and consequence. He knows it himself; and having again tasted the joy of successful political manipulation, he has declared his purpose to stay in the game and keep busy. The first order of business on his new programme was to quit the support of Senator PoinDEXTER. He didn't wait for news of his changed attitude to percolate to PoinDEXTER through the devious channels of political gossip; he didn't wait for the mails—he telegraphed PoinDEXTER, and cleared the stage at once for such hostilities as may ensue.

Break Follows Campaign.
The break was due directly to feeling engendered in Seattle's recent municipal campaign. Dan Landon, state senator and defeated candidate for mayor, is one of the old tried-and-true PoinDEXTER adherents. He "progressed" with PoinDEXTER when progressing was in order; and his more active supporters in the late mayoral contest were generally of the PoinDEXTER following. It is not quite clear whether Senator PoinDEXTER himself dipped into the local fight, or he or the federal office-holders who owe their places to him did anything in behalf of Landon was done quietly, and also, as the result shows, without avail.

But whether Senator PoinDEXTER did anything himself, or caused or permitted anything to be done by those presumably under his control, the fact stands that George Stevenson is "off" him, for Stevenson was an ardent, diligent and effective supporter of Dr. Edwin J. Brown, who is to be Seattle's mayor. Stevenson has satisfied himself that PoinDEXTER was against Brown, and that in some way he reached all the distance from Washington, D. C. in an effort to encompass Brown's defeat. So Stevenson, who had previously enlisted in the support of PoinDEXTER for re-election this year, formally broke that engagement—and the fight is on.

Stevenson Real Factor.
The break becomes a matter of possible political consequence from the fact that George Stevenson has once more re-established himself as an astute campaign manager and adviser. It is the first time in many years that he has come to the surface as a political factor, but those now on the inside do not hesitate to give him a very large measure of credit for the re-election of Brown. He has a long record of long standing, and the substantial business interests of Seattle, which he looked upon as his candidate for mayor with doubt, distrust and deep defection. It was Stevenson, more than any other man, who brought together the two elements that joined in electing Brown as mayor—the element that stuck to Brown because of his record as a professional and the element that was converted to the belief that Brown is now ready to make a reputation of another kind.

Late in the campaign the supporters of Landon began to appreciate the effects of Stevenson's work. One of the newspapers opposing Brown undertook to hold Stevenson up to public contempt and so discredited his candidate. This didn't work at all, for the simple reason that the great mass of voters accumulated by Stevenson in more recent years had never heard of Stevenson, and his name meant nothing to them one way or the other. Throughout the brief campaign Stevenson was the busiest and probably the least conspicuous leader in the Brown camp. With business interests reconnected, Stevenson is making progress at his every appearance in public, the rest was easy.

Old Times Recalled.
The rejuvenation of George Stevenson is a matter of interest to every pioneer politician in the state of Washington, and to many in Oregon, for in years gone by he was equally well known on both sides of the line. Active in republican party affairs in the later territorial days, he was a member of the 1888 convention which framed the state constitution of Washington, and sat in the lower house of the state legislature three or four sessions. Thereafter, for many years, he was accredited with being the representative of various interests concerned with the course of state government and law-making. Those who were not his friends called him a lobbyist, but those who were his friends swore by his good citizenship and party loyalty. He was an important and influential figure in every political undertaking.

In recent years Stevenson has been submerged. His interest in politics never abated and in every national and state campaign he might be found stirring about, always in behalf of some friend who happened to be a candidate for office and without making any particular noise over the mat-

ter. Not until the Seattle city campaign, just ended, did he really turn himself loose in his old-time fashion and get into the game up to his neck. Now that he's in, he says he is going to stay in.

Situation Changed Now.
Three weeks or a month ago Stevenson was stoutly lining up for the re-election of Senator PoinDEXTER. He hasn't always been a PoinDEXTER admirer; he remained a straight republican during the progressive defection and went down in the wreck of 1912. But he was for PoinDEXTER as against Ole Hanson in the senatorial contest six years ago, and he had promised his support to PoinDEXTER this year.

That's all over with now. So far



George H. Stevenson, who withdraws support of Senator PoinDEXTER.

as the senatorial situation is concerned Stevenson at present is a man without a candidate. He doesn't take kindly to John E. Ballaine, whose candidacy against PoinDEXTER has been announced; but he has pledged himself, more or less privately, to produce some man who is competent to give PoinDEXTER a trimming. That will be George Stevenson's business from now on until something happens; and anyone who knows him will realize that business of this kind is sure to get his undivided and assiduous attention.

TAX REPORT NEARLY READY

Proposal to Levy Earnings Charge
Raises Some Question.

PUGET SOUND BUREAU, Seattle, Wash., May 6.—The final report of the Washington state tax investigating committee will be ready for delivery to Governor Hart early in June, in ample time for the governor to consider the recommendations and prepare his own report, which, under the law, must be issued not later than July 9, or six months before the 1923 legislative convenes.

The investigating committee's report is being carefully prepared by Reeves Aylmore, secretary of the committee, in close co-operation with committee members. Professor Lutz of Oberlin college, the tax expert employed by the committee, is expected to reach Seattle, May 23, by which time the report will be fully formulated, subject only to such changes as the committee may deem desirable in the light of Professor Lutz's advice.

The decision of the committee to exact a gross earnings tax from companies operating passenger buses and freight trucks on public highways is viewed with some doubt by Director Kuykendall of the state department of public works. Director Kuykendall has warned the tax investigating committee of what he considers to be the dangers of the plan. He says that while there were 27,000 truck licenses issued in this state last year only 175 were operated in public transportation business on fixed routes under the department's jurisdiction. Until all foreign trucks and stages are brought under this jurisdiction and compelled to make regular reports Mr. Kuykendall doubts whether gross earnings tax could be enforced.

Many of those now holding certificates, paying an annual fee of \$10, and giving bond for the protection of patrons, would be tempted to abandon regular runs and engage in wildcat operation. Mr. Kuykendall has said that the for-hire car, the transient stage and truck would use and damage the highways and still be beyond reach of collection of an earnings tax. Director Kuykendall has also advised the tax investigating committee that he agrees in its decision to recommend a gasoline tax. He believes this to be the fairest way to exact contributions toward the maintenance of the state highways from those who use them, as it takes more gasoline to propel a 10-ton truck or a 20-passenger stage than it does a small truck or a private motor car.

TIGER GETS MAN'S FINGER

Barnes Circus Employee Bitten by
Animal at Salem.

SALEM, Or., May 6.—(Special.)—J. E. Wirebaugh, an employee of the Barnes circus, suffered the loss of a finger here today when he was attacked and bitten by a tiger which he was feeding.

Because of a wreck near Eugene the circus train did not arrive in Salem until 11:45 o'clock this morning.

The parade, which had been scheduled for 11 o'clock, was not held until after 3 o'clock this afternoon. The afternoon show followed.

Big Fruit Plant Promised.

SALEM, Or., May 6.—(Special.)—The Starr Fruit company, which now operates in Portland, The Dalles and Freewater, will erect a modern cannery and preserving plant in Salem this summer at a cost of \$75,000. It was announced here today. The company expects to handle 275,000 cases of fruit here this year. The location for the plant has not yet been announced.

FALLING PRICES AD STATE ROAD WORK

\$10,000,000 in Contracts Let
for Washington Highways.

FUNDS WILL GO FARTHER

Total Awards for Two-Year Period
Expected to Be \$13,133,000.

Weather Delays Crews.

PUGET SOUND BUREAU, Seattle, Wash., May 6.—Contracts calling for more than \$10,000,000 of road building in this state have been awarded by the state highway division during 1921 and thus far in 1922. Before the end of the biennium the total of awards will have been increased to \$13,133,000. New work involving the expenditure of \$2,293,000 will be given out when bids are opened on May 16, June 1 and September 5.

The road-building programme under the awards made and to be made involves 147.13 miles of paving and 374.72 miles of grading, graveling and bridge construction. Some of the work to be contracted for this year cannot be finished until 1923, so that the next legislature will have to re-appropriate the funds necessary for completion.

By the end of 1922, however, there will be but three short uncompleted miles on the Pacific highway between the Oregon line and British Columbia.

Thirty-seven miles of road in Clatsop and Lewis counties will have to be paved next year and there is a shorter gap near Allen in Skagit county and another in the Chuckanut mountain section of Whatcom county, that will be carried over to 1923.

Weather Delays Work.

Start of the work on some of the contracts already awarded has been held back this spring by weather conditions. Some of the contractors have had their material and equipment on the ground for several weeks, but were unable to get going until within the last few days.

The work has now begun to swing along and no further serious delay is expected. The state highway division believes it will be able to get at least \$1,300,000 extra road construction over and above its estimates of last year and still keep within the legislative appropriations. This is thought to have been made possible by the sharp decline of material and labor costs since the estimates were made.

The sum named is the result of rough figuring, as it is still too early for exact computation of the savings due to falling prices. It is already evident, however, that the appropriations can be considerably stretched. Lively competition among bidders on road work also has aided toward the saving. Concrete paving has been cut 50 cents a yard within the past year. A contract for common excavation was let last month at 26 cents a yard, whereas last year's price for the same character of work ran from 40 to 45 cents a yard. Forty-seven bidders appeared in competition for contracts awarded last month.

Route Changes Proposed.

The proposed expenditure of \$13,133,000 for the biennium is derived from the following sources of state funds: federal aid, \$7,866,000; derived reserve funds, \$335,000; counties, \$9,142,000; federal aid, \$1,673,000; railroads, \$25,000.

The state highway division is proposing changes in the route of the Pacific highway to be acted upon by the 1923 legislature. One is the adoption of a new route between Bellingham and Ferndale; and the other would re-route the highway between Seattle and Tacoma over the "high-line" or Deer Meadows road. The latter proposal would add to the Pacific highway the recently dedicated "Road of Remembrance," this year planted along both sides with elm trees dedicated to those who lost their lives in the world war.

UNEMPLOYMENT SEASON OVER

Jobs for All Willing to Work Are
Available, Says Bureau.

PUGET SOUND BUREAU, Seattle, Wash., May 6.—Seattle and those sections of the Pacific northwest where labor conditions are reflected in this city have passed through the period of unemployment, and have fully adjusted to the new normal. Concrete work on Cook grade. Concrete is being poured on the Oregon side piers of the Bridge of the Gods. The improved service of the White Salmon-Hood River ferry is being broadened through the 15 officers of the Auto club.

Wheat Thief Sentenced.

WALLA WALLA, Wash., May 6.—(Special.)—The North Bank highway, according to the records of the city, was sentenced to 18 months to 15 years in the state penitentiary on his plea of guilty to charge of stealing wheat.

News of Real Importance About DIAMONDS

Anglo-American Group, Allied
With South African Interests,
Acquires Congo Supply.

LONDON CENTER OF CONTROL

Not a Single Rough Stone Can Now
Be Bought Outside of the
Combination.

Copyright, 1922, by The New York Times Company.

By Wireless to The New York Times. LONDON, April 6.—There is today a complete corner in the world's rough diamonds, with London at its head and center. By an astute financial move made a few days ago the last vestige of competition in the rough diamond market was eliminated so that it is impossible for a single stone of that kind to be purchased direct anywhere in the world outside of two blocks of buildings, one on each side of the Holborn viaduct.

On my recent visit in New York and before the announcement of the consolidation of the world's largest diamond syndicates, I was fortunate in securing several lots of diamonds far below the present market value. I am selling these at prices lower than I have been able to offer diamonds for many years.

Call, examine these wonderful values, it will surely pay you to buy now.

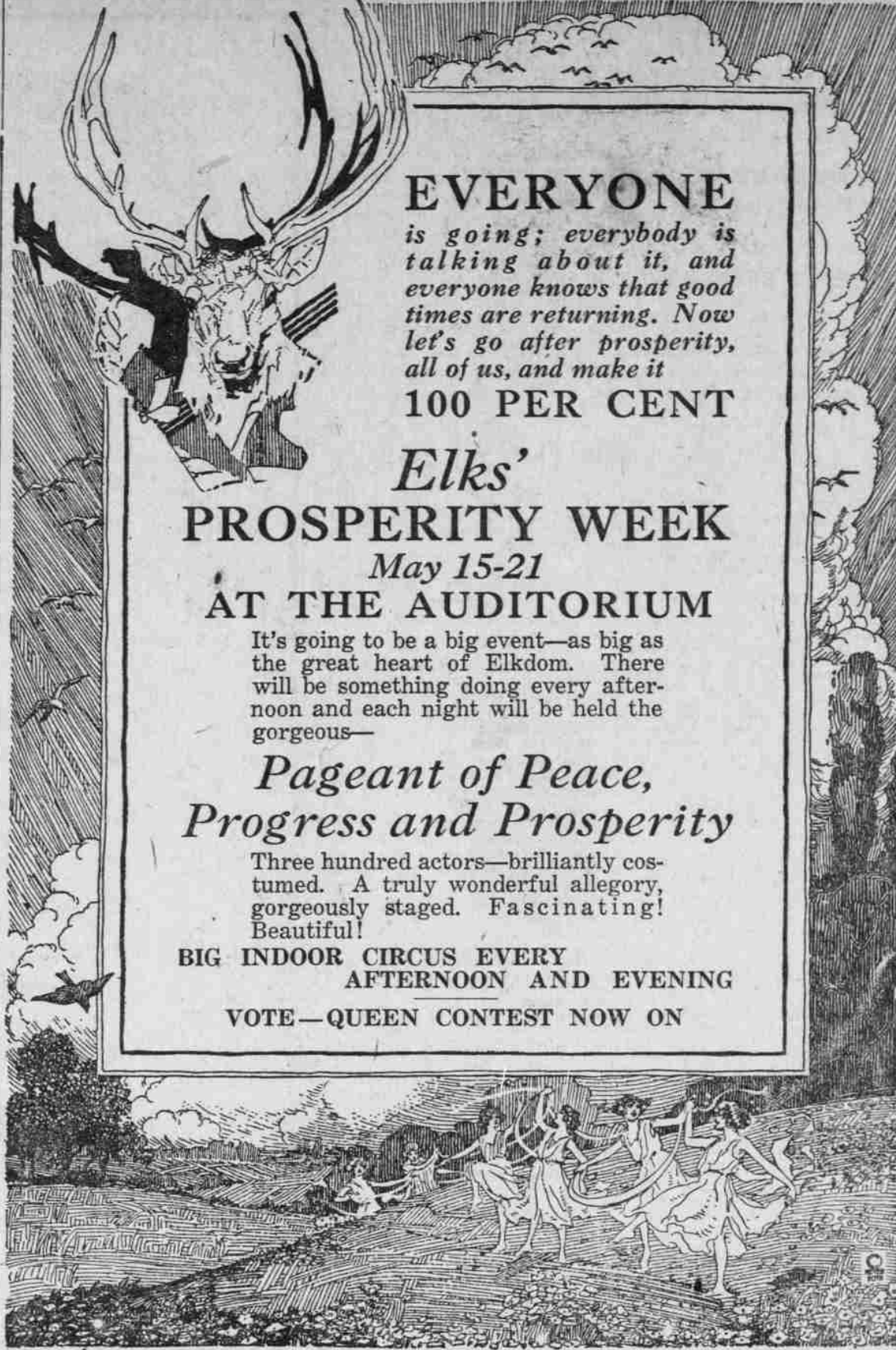
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is going; everybody is
talking about it, and
everyone knows that good
times are returning. Now
let's go after prosperity,
all of us, and make it
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Elks' PROSPERITY WEEK May 15-21 AT THE AUDITORIUM

It's going to be a big event—as big as
the great heart of Elksdom. There
will be something doing every after-
noon and each night will be held the
gorgeous—

Pageant of Peace, Progress and Prosperity

Three hundred actors—brilliantly costumed. A truly wonderful allegory,
gorgeously staged. Fascinating!
Beautiful!

BIG INDOOR CIRCUS EVERY
AFTERNOON AND EVENING
VOTE—QUEEN CONTEST NOW ON

mand for skilled help, especially in the lumber industry, indicates an impending shortage of this class. Many of the larger lumber mills are putting on double shifts when they can get the men. The demand for farm and dairy help also continues and the supply of really experienced applicants for work is below the number needed.

BANDON GETS NEW HOTEL

Dairy Rancher Leases and Will
Remodel Concrete Building.

BANDON, Or., May 6.—George Laird, formerly of Bandon but for the past few years conducting a big dairy ranch in Curry county, has announced that he has leased the Biggs-Buckingham concrete building and will have it remodeled into a modern fire-proof hotel. He will have at least 26 guest rooms in addition to the other accommodations.

It is expected to have the remodeling completed so he can open for service on or before July 1. Hotel accommodations are pretty well taxed now and the influx that will come with the opening of the new highways will insure ample business for all.

Road Improvements Being Made.

WHITE SALMON, Wash., May 6.—(Special.)—The North Bank highway, formerly of the purchase of the plant of the White Salmon Water company, bonding the city for \$24,000. Extensive improvements will be made in the system. Disastrous fires here during the past few years have made the purchase imperative.

White Salmon, Wash., Growing.

WHITE SALMON, Wash., May 6.—(Special.)—White Salmon is growing. During the past week a modern cafe, an electric bakery, an electric shoe

Bonds for Water Works Favored.

WHITE SALMON, Wash., May 6.—(Special.)—A. K. Smythe, member of the Smythe Bros. sheep organization, was in Pendleton today and reported that the shearing outfit of the company is almost complete. Most of the Smythe Bros. holdings in livestock are at Arden, where the company has sheds. It is understood that most of the clip has been sold, although the price was not made public. About half of the wool clip of this section has been sold, according to local bankers, for a price ranging from 26 to 36 cents, depending on quality. Most of the shearing is finished.

Shearing of Wool Nears End.

PENDLETON, Or., May 6.—(Special.)—A. K. Smythe, member of the Smythe Bros. sheep organization, was in Pendleton today and reported that the shearing outfit of the company is almost complete. Most of the Smythe Bros. holdings in livestock are at Arden, where the company has sheds. It is understood that most of the clip has been sold, although the price was not made public. About half of the wool clip of this section has been sold, according to local bankers, for a price ranging from 26 to 36 cents, depending on quality. Most of the shearing is finished.

Mother's Day

SUNDAY,
MAY 14

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Fine assortment at
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Say it
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