

ROCK REQUIRED FOR NORTH JETTY 450,000 Tons to Be Ordered by Government Engineers in Near Future.

FULL CREW NOW AT WORK Quarry Supply to Be Purchased in Open Market, Old Contract Having Expired—Depth is Greater Than Ever.

Specifications have been compiled for the delivery of 450,000 tons of rock at Fort Canby, for use along the north jetty at the mouth of the Columbia River, and as soon as they have been approved a date will be fixed for the opening of bids.

For a time the work on the jetty was suspended early in the summer, because funds were exhausted, a contract for rock had expired and Colonel McKinstry, Corps of Engineers, U. S. A., gave orders for the purchase of rock in the open market.

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OFFICIALS SEE DREDGE TESTS Federal Party and Experts at Trials Given Colonel P. S. Michie.

ASTORIA, Oct. 29.—(Special.)—A party of government officials and dredging experts has arrived and will remain for a few days to watch the trials being given the dredge Colonel P. S. Michie is using in the harbor.

SANTA CATALINA NOT FREED Grace Liner Thought Held by Bar Formed Under Hull.

Three towboats hauled on the stranded steamer Santa Catalina, at Columbia City, yesterday and she was moved about 40 feet into the stream, but apparently a bar had formed beneath the vessel and the combined power of the river fleet was unequal to the task of budging her further.

NEW BOATS BEGIN RUN SOON Great Northern and Northern Pacific to Start About March 15.

"Not much later than March 15, the steaming Great Northern and Northern Pacific will be on their regular run between Flavel and San Francisco," said L. C. Gilman, president of the Spokane, Portland & Seattle Rail-

road, upon his return yesterday from a three-weeks' trip to St. Paul and Philadelphia. He announced that the Great Northern probably would make its trial trip during the last week in November and that it will be ready to leave Philadelphia for the Pacific Coast, via the Panama Canal, before February 1.

NEW ORDER NOT RECEIVED Character and Amount of Cargo Dispatched Abroad May Be Withheld.

Special instructions have not reached Collector of Customs Burke from Washington bearing on new order mentioned in dispatches that cargoes on vessels clearing for foreign ports are not to be made public until 30 days after they have been cleared.

SPANISH CREW LET OUT Nine Arrested on Deserter Charge Gain Release.

Nine Spanish seamen who were arrested by United States Marshal Jacobson Wednesday, charged with desertion from the British tramp Ventura de Larrinaga, will not be compelled to face the peril of German guns on the high seas.

BEAVER MISTAKEN FOR BEAR Steerage Passenger Headed for San Francisco Returns to Portland.

All ships looked alike to a steerage passenger on the steamer Bear, who walked aboard the Beaver at Astoria the other day, thinking he was on the right liner, only to discover his mistake when she headed westward instead of out to sea.

News of Oregon Ports.

ASTORIA, Oct. 29.—(Special.)—The steamer Rose City and Yucatan sailed today for San Francisco and San Pedro, with freight and passengers from Portland and Astoria.

COOS BAY, Oct. 29.—(Special.)—C. R. Wright, of the engineering office, arrived today from Portland and will proceed to survey the Coos Bay bar and to make a report on the work.

The steamer Breakwater arrived today from Portland with 300 tons of freight and 61 passengers.

Harbor Patrol Mascot Drowns.

Max, a dog that came to Portland with Harbun & Bailey's circus and cast his lot with the harbor patrol corps, is no more, for yesterday he toppled into the Willamette and failed to reappear.

PILOT IS EXONERATED COMMISSIONERS' REPORT ALSO PUTS FREIGHT TONNAGE AT \$61,904.

Nolan, of Thode Fagelund, Not Blamed for Collision With Thielback August 24, Is Finding.

SALEM, Or., Oct. 29.—(Special.)—The bar pilots of the state, for the year ending June 30 last, handled \$61,904 tons of freight, according to a report of the pilot commissioners submitted to Governor West.

The board, however, says the pilotage, at rates fixed by statute, if collected would have totaled \$44,254.86. Pilots employed at the time the report was made were as follows: Bar pilots, Gustaf Anderson, A. E. Cann, C. S. Gundersen, H. O. Hansson, Michael Nolan, M. D. Staples, H. Swanson and G. W. Wood.

MICHELIE MAY DREDGE HARBOR Port Authorities See Solution of Big 30-Foot Project.

Port of Portland Commissioners have agreed with M. Talbot, general manager, as to advisability of entering into an arrangement with Major Morrow for the employment of the new dredge Col. E. S. Michie in the harbor during the winter.

Marine Notes.

Word comes from Seattle that the Hamburg-American liner Saxonia, which left Portland for the Orient and Europe just before the war and was expected to be in a period of two or three weeks, after that she will be ordered out of commission, pending the receipt of authority for making certain changes calculated to increase her efficiency.

Marine Intelligence.

While Captain L. O. Hosford has been signed as master of the steamer Georgiana on the Portland-Astoria run, he alternates as purser in working with Captain Copeland, who fills the berth of pilot while Captain Crawford is acting mate of the vessel.

STEAMER SCHEDULE.

Table with columns: Name, From, Date, To. Lists various steamers and their routes.

That Bogus "Challenge" and "Competent" Dentist Are Explained for Benefit of the Public

Through the news columns of the Portland papers Dr. E. R. Parker (Painless Parker) announced that he had "posted a challenge to the Oregon State Board of Dental Examiners," asking for public proof that he had failed to pass the State examination and offering the sum of \$10,000 for the use of the unemployed of Portland, if such proof were given before election day, November 3.

THE SO-CALLED "CHALLENGE" WAS NEVER "POSTED" AND HAS NOT BEEN RECEIVED BY THE OREGON STATE BOARD OF DENTAL EXAMINERS.

Observing that it was a bogus challenge, and knowing THAT DR. PARKER'S ADVERTISEMENTS ABOUT THE DENTISTRY BILL WERE DELIBERATELY false and that his charges against the State Dental Board, the Oregon State Dental Association and other organizations and individuals have been PURPOSEFULLY UNTRUTHFUL, the Oregon State Board of Dental Examiners replied that if he would make a bona fide challenge and would back it by a certified check for \$10,000, sent to the Governor of the State, the challenge would be accepted.

The MERE UNSUPPORTED WORD OF DR. PARKER WOULD NOT BE ACCEPTED AS RELIABLE.

True to the false and misleading policy that has characterized his entire campaign, DR. PARKER HAS AGAIN DODGED. He is unwilling to meet the conditions of a bona fide challenge. Neither the Oregon State Board of Dental Examiners nor the Oregon State Dental Association desires to wrest from Dr. Parker the sum he pretended to offer for the unemployed of Portland, but it would get the truth from him, if that were possible.

In the case of E. R. Parker versus Clyde Mount and others (members of the Oregon State Board of Dental Examiners) to require the Oregon State Board of Dental Examiners to give him a license Dr. Parker has made it impossible for the case to come to trial.

IF DR. PARKER WANTED THE CASE TO COME TO TRIAL BEFORE ELECTION DAY, NOVEMBER 3, WHY DID HE NOT SERVE PAPERS UPON ALL MEMBERS OF THE OREGON STATE BOARD OF DENTAL EXAMINERS, AS NECESSARY?

Papers have been served upon one member of the Board only, and Dr. Parker knows that papers must be served upon every member of the Board before the case can come to trial.

Balked in their desire to show by evidence in court that Dr. E. R. Parker is not qualified to receive a license in the State of Oregon, and thus unable to prove by court trial before November 3 that Dr. Parker did not pass the State examination and that his examination papers did not justify giving him a license to practice in Oregon, the Oregon State Board of Dental Examiners will otherwise answer the following question asked by Dr. Parker in his advertisement of October 9:

"Will the Trust explain to the voters of Oregon why I am incompetent in this state and have been declared competent to practice dentistry in New York, Maine, Pennsylvania, Illinois, California and Canada?"

Dr. Parker Has Not Passed One Board Examination in the United States The Following Telegrams Are Self-Explanatory

- Have no knowledge, official or otherwise, registration of party. May have gotten in under old law. H. J. BURKHART, Secretary N. Y. State Dental Board. E. R. Parker never licensed in Maine. I. E. PENDLETON, Secretary Board of Examiners, Maine. E. R. Parker was not examined in 1892; simply had diploma from college recorded. A. H. REYNOLDS, Sec. State Dental Board, Pennsylvania.

DR. E. R. PARKER HAS NOT RECEIVED A LICENSE BY EXAMINATION IN ANY OF THE STATES HE MENTIONS. IN EVERY INSTANCE IT IS A MATTER OF RECORD THAT HIS LICENSE WAS GRANTED BEFORE THE LAWS OF THE STATE REQUIRED A STATE EXAMINATION. IN EVERY STATE IN THE UNION THE LAW NOW PROVIDES FOR A STATE EXAMINATION OF DENTISTS.

Defeat the Dentistry Bill

(Paid Advertisement, Oregon Society for Dental Education, 535 Morgan Bldg.)

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EXPORT WHEAT QUOTED HIGH Cargos of 98,097 Bushels at \$107.

Valued at \$110 a bushel, probably the highest at which wheat has been cleared since pioneer shipping days, the cargo of the Norwegian bark Uralia, from the Portland Flouring Mills, will clear today for the English Channel for orders, carrying 98,097 bushels, the total appraisement being approximately \$107,998. The ship made a voyage from Portland in 1908 and carries a like cargo, 2325 long tons. She goes to the Spanish salters paid off yesterday. The stream this morning from the Elevator dock and may leave down Sunday.

Free Relief For Colds In Head KONDON'S Original and Genuine CATARRHAL JELLY