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. Every man required to complete the crew on the jetty bas to complete the crew on the jetty has been employed, and from 3800 to 4000 tons of stone are being dumped daily. For a time hefore 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. Because of the limited quarrying facilities in this district the Columbia Contract Company has provided the material for years, and when the last contract expired the Government continued to purchase from the same source at \$1.10 a ton.

Dumping to Proceed.

the same source at \$1.10 a ton.

Dumping to Proceed.

Doubt as to the amount of funds to be made available now having been eliminated, the Government force is prepared to negotiate for a definite amount of material, and insofar as weather conditions will permit the dumping of rock is to be carired on throughout the Winter.

Colonel McKinstry, who returned Sunday from Washington and other Eastern points, officially signed a charty esterday showing the results of the September survey at the entrance of the south jetty is fully 1500 feet wide, its least depth is 21 feet and there is a fair depth of water to the northward of that to a point about half a mile from the end of the, jetty, where a shoal has formed with a least depth of 21 feet. To the northward of the shoal is a channel the dredge Chinook worked in this season and that has a depth of 50½ feet. The Chinook cut down that channel last season to 27½ feet, and, in spite of the fact her overhauling and the installation of an additional set of pumps, larger than the first, delayed her return to the bar, she has made good progress.

NINE ARRESTED ON DESERTION CHARGE GAIN RELEASE,

Charge GAIN RELEASE,

Charge GAIN RELEASE,

Consul Explains Men Were Within Rights in Refusing to Ship to

Port Within War Zene.

Nine Spanish seamen who were arrested by Deputy 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.

Following their arrest they engaged legal counsel, and a telegram to the Spanish Consul at San Francisco brought the reply that the Spanish is explicit to the effect that Spanish sallors may break a contract if before the beginning of a voyage the captain decides to change the route, or if maritime war is decuared against the national.

This was the contention of the men in demanding their wages and dis-

Shoal May Not Last.

Shoal May Not Last.

Government officials and mariners are now concerned with what the future changes will bring on the bar. Should the 11-foot shoal continue to build up the opinion prevails that the cut made by the Chinook may be closed and a natural jetty would form. On the other hand, some are inclined to the view that the shoal is but temporary, and that with deeper water in the cut the influence will be such the entire atreth between there and the south jetty will scour to a uniform depth, to be increased as the north jetty is extended.

Deeper water than ever before and an excellent system of lighted aids have paved the way for vessels of deep draft to enter and leave the river at night providing aforms do not prevail. The water than a finaling light, is reported to have developed Into a fixed light, due to the mechanism having become faulty. A man will be sent there today to overhaul it and, if possible, to start it "winking" again.

Index of the men signal will intended in demanding their wages and discharges and discharge and leave the river at night. Williams, of the two paved the way for vessels of deep draft to enter and leave the river at night providing aforms do not prevail. The sailors arrested were: E. Navarated by electricity and is equipped as a finshing light, is reported to have developed Into a fixed light, due to the mechanism having become faulty. A man will be sent there today to overhaul it and, if possible, to start it "winking" again.

OFFICIALS SEE DREDGE TESTS

Federal Party and Experts at Trials

Federal Party and Experts at Trials

Given Colonel P. S. Michie,

ASTORIA Or. Oct. 29.—(Special.)—
A party of Government officials and dediging experts has arrived and will remain for a few days to watch the tests being given the dredge Colonel P. S. Michie in the lower harbor and on the number of the States Engineers, of the United States Engineers, in charge of the First Oregon district; Major Cavanaugh, also of the General Cavanaugh, also of the engineer corps and in charge of the Pluset Sound District; W. C. McGowan, of the Chief Engineer's office if Washington, the main' who designed the Michie Leroy H. Potter, a dredge superintendent, who is a world, having made a quick trip south, he was unable to trace it. The Bear was here at 11:07 o'clock yesterday, having made a quick trip south, he was unable to trace it. The Bear was here at 11:07 o'clock yesterday, having made a quick trip south, he was unable to trace it. The Bear was here at 11:07 o'clock yesterday, having made a quick trip south, he was unable to trace it. The Bear was here at 11:07 o'clock yesterday, having made a quick trip south, he was unable to trace it. The Bear was here at 11:07 o'clock yesterday, having made a quick trip south, he was unable to trace it. The Bear was here at 11:07 o'clock yesterday, having made a quick trip south, he was unable to trace it. The Bear was here at 11:07 o'clock yesterday, having made a quick trip south, he was unable to trace it.

We government and who has recent is not yet a previous to the constitution of the designed the was not to trace it.

We york: Mr. Moore, of Baitimore, rand Mr. Beck, of Washington, both dredge experts; Assistant Engineer ilrown, of this district and Fred A Bailin, a naval architect of Portalind, who designed the tug Oneonta, as well who designed the tug O

Although no official report on the Michie has yet been made, it is understood that the principal defect in her is a lack of boiler capacity and it is possible that this may be increased. The head on her suction pipe also is said to be too heavy, weighing approximately 40 tons. A smaller one also been procured and will be installed in the near future

SANTA CATALINA NOT FREED

Grace Liner Thought Held by Bar Formed Under Huil.

Three towboats hauled on the Columbia River.

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. President Gilman on his trip saw the two great ships for the first time as they are being put out at the Cramp shipbuilding yards at Philadelphia at a cost of \$2,500,000 each.

"Structurally, the Great Northern is now complete and she is being finished and furnished," said President Gilman.
"The Northern Pacific is about six weeks behind the sister ship in point of construction, but the builders assure me that she ought to be ready for her initial trip to the Coast about March 1.

COMMISSIONERS' REPORT ALSO PUTS FREIGHT TONNAGE AT SOLOG.

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

SALEM, Or., Qct. 23.—(Special.)—The bar pilots of the state, for the year ending June 30 last, handled \$01,804 tons of freight, according to a report of the pilot commissioners submitted Governor West. Pilotage is not given in the reports of the pilots, be-He announced that the Great North-

Character and Amount of Cargo Dispatched Abroad May Be Withheld.

Special instructions have not reached Collector of Customs Burke from Washington bearing on a new order mentioned in dispatches that cargoes on vessels clearing for foreign ports are not to be made public until 30 days after. One reason for the order is said to be that information as to what a vessel carried has been sent to belligger erents and has resulted in captures. At the same time a case arose here in which the Custom-House authorities refused to permit railroad and shipping corporations to make copies of manifests showing consignees, shippers and other data, because it was reasoned that such information was of a private nature. The declination brought about an appeal to Washington and the Trensury Department sustained Collectors of the Thode Fagelund and the damage sustained was of great mature. The declination brought about an appeal to Washington and the Trensury Department sustained Collectors of the Thode Fagelund and the damage sustained was of great magnitude, this commission deemed it advisable to ascertain whether Pilot Nolan was in any way responsible for the Collectors for Burke. The principal effect here, if the new order applies to the amounts of cargo carried, will be to delay information as to foodstuffs carried to the United Kingdom and the Orient.

SPANISH CREW LET OUT

This was the contention of the men

All ships looked alike to a steerage

given in the reports of the pilots, be-NEW ORDER NOT RECEIVED cause they are employed by the Port of Portland and the pilotage is collected

nesses to the collision, were cross-ex-amined, which depositions are on file with this commission. After thoroughly weighing the facts as ob-tained the commission exonerated Pilot Noian from all blame.

MICHIE MAY DREDGE HARBOR

Port Authorities See Solution of Big 30-Foot Project.

Port of Portland Commissioners have agreed with M. Talbot, general mana-ger, as to advisability of entering into an arrangement with Major Morrow for the employment of the new dredge Col. P. S. Michié in the harbor during the Winter. The digger is now under-going official tests at Astoria that are expected to cover a period of two or three weeks. After that she will be ordered out of commission, pending the receipt of authority for making cer-tain changes calculated to increase her

tain changes calculated to increase her efficiency.

Because the Port of Portland has not sufficient space available in which to deposit material dredged from the main harbor, it is impracticable to attempt to start a project recently adopted for a uniform depth of at least 30 feet between harbor lines with the Ports dredges. With the Michie is said the plan could be carried out advantageously, even if the Michie deposited dredgings just below the harbor and one of the pipeline dredges had to pump it ashore.

While Captain L. O. Hosford has

steamer Beaver on her arrival at San Francisco, Captain A. A. Dunning was relieved and returned to the steamer Bear as first officer.

MARINE INTELLIGENCE. Steamer Schedule.

DUE TO ARRIVE.

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 RE-CEIVED BY THE OREGON STATE BOARD OF DENTAL EXAMINERS.

That Bogus "Challenge"

and "Competent" Dentist

Are Explained for Benefit of the Public

Observing that it was a bogus challenge, and knowing THAT DR. PARKER'S ADVERTISE-MENTS 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. PAR-KER 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 ORE-GON 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. Records show Parker received license on diploma in 1897. O. H. SEIFERT.

Sec. State Board Dental Examiners, Illinois. License issued January 30, 1897, on diploma from Philadelphia Dental College issued May 18, 1892. C. A. HERRICK.

Parker registered 1893. No examination required at that time. H. F. MINOGUE, Registrar Dental Board, Vancouver, B. C.

Parker took examination when I was member of Washington Board and did not obtain license WM. B. POWER, Seattle.

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, 538 Morgan Bldg.,

Greek Liner Though Held by Report Under Multi attack at the mouth of the Portugal attack at the mouth of the Cook Bay Day 1987. These towness the found of the Cook Bay Day 1987 and the Cook Bay Day 19