

LOADING WHEAT AND LUMBER FOR CALIFORNIA

Portland & Asiatic Steamship Company's Liner Arabia Sails Today.

GOES TO PHILIPPINES WITH EXPLOSIVES

Total Value of Cargo is \$315,154, According to Manifest Filed With Collector of Customs Last Night— Noon Fixed for Hour to Sail.

At noon today the Portland & Asiatic Steamship company's oriental liner Arabia, Captain Neumann, will leave the O. R. & N. company's Albin dock for Manila and will port with one of the most valuable cargoes ever set afloat in Portland harbor for the orient.

The exact value of the cargo is \$315,154 and a little less than half of that amount is placed against large guns and ammunition for Uncle Sam's fort at Cavite, Philippine Islands. The ammunition consists of powder, loaded and empty shells and other paraphernalia that enters into the equipment of an up-to-date fortification. The explosives have been carefully stowed so there is no particular danger of the steamer blowing up although it will be taken against fire or anything else that might start a bombardment within the belt of the big liner.

The Arabia's cargo consists of 15,000 barrels of powder, valued at \$113,127; 208 cases of tobacco, valued at \$25,000; 600 tons of wheat, nearly 1,000,000 lbs. of lumber, miscellaneous freight in sufficient quantity to bring the whole value of the cargo to \$315,154. About 5,000 lbs. of dynamite are consigned to Hongkong, the balance going to ports in Japan. The wheat is destined for Shanghai. The corpses of a Chinese woman and child are also consigned to the items on the manifest. Oftentimes two or three are shipped on the liners.

From here the Arabia will go first to Japan, then to the various Chinese ports and finally to Cavite. She is expected to return by way of San Francisco in about three months.

NOTICE TO MARINERS.

Captain Werlich, Lighthouse Inspector, Reports Many Changes.

Captain P. J. Werlich, lighthouse inspector, has issued the following notice to mariners under date of April 24:

Season 3 light located in six feet of water, on the west side of the channel of the Columbia river, at the turn about two and three-tenths miles above Tongue point, is to be abolished. The light is to be extinguished April 17. It will be rebuilt as soon as practicable.

Wallace Island light, to be located on the extreme western point of Wallace Island, southerly side of the Columbia river, about 1/2 mile from a fixed white post, is to be abolished. The light is to be extinguished April 17. It will be rebuilt as soon as practicable.

Umattila reef light vessel, moored in 150 feet of water, about two and one-half miles southwest of Tongue point, is to be abolished. The light is to be extinguished April 17. It will be rebuilt as soon as practicable.

Cottonwood Island shoal buoy, a second-class spar, found missing April 9, was replaced the same day. Near bay whistling buoy, red, marked "Near Bay" in black, was numbered "1" without other change. Eagle harbor sand spit buoy, O, a black second-class, found out of position April 3, was replaced the same day.

MANY IDLE VESSELS.

Grain Exporters Have Plenty of Tonnage to Choose From.

The British ship Leyland Brothers will arrive in the harbor Tuesday. The vessel has been in the river several weeks seeking a charter and yesterday the agent for the vessel, the Leyland Brothers, advised that they will hold her here till the next crop is ready for shipment.

With the Leyland Brothers there are now eight steamers waiting in the harbor, the others being the French bark Conill Bart, the German ship Alsterkamp and the British ships 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

BUILD WAYS FOR STEAMER.

Willamette Iron & Steel Works Begin Big Undertaking.

The Willamette Iron & Steel Works began driving piling yesterday in the river for its shipway upon which the steel steamer, for which the firm recently was awarded the contract by a Seattle navigation company, will be constructed.

Work of building the ways will take a few weeks only and immediately thereafter a large force of iron shipbuilders will be put to work on the hull of the steamer. Arrived down in every particular and will be a Portland product in every respect. The hull, machinery and all the material equipment will be built and manufactured here.

The company is reporting progress in the matter of building a drydock alongside the machine shops.

ALONG THE WATERFRONT.

The steamer Allamog left last night for Coos Bay, carrying a large number of passengers and a good freight.

The steamer Breakwater is due to arrive here today from Coos Bay.

The French bark Eugene Perdue is scheduled to begin loading wheat at Coos Bay, this week.

The steamer Chas. F. Spencer will go into commission on a daily schedule between Portland and the Dalles on Monday morning.

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Steam schooner St. Helens, Captain Jamieson, is at Columbia dock No. 2 loading 2,000 tons of wheat for San Francisco. She is the largest steam schooner plying out of Portland for the present. Her deckload of lumber will measure about 500,000 feet.

toria yesterday to load lumber at the mills of the Inman-Poulsen Lumber company for San Francisco. The steamship company that are operating liners between the Pacific coast and the orient have not yet decided to reduce the freight on wheat and flour to China ports to \$2 per ton. The change is being contemplated, however, in order to drive out competition from tramp steamers.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive. Breakwater, Coos Bay, April 25. Eureka, Eureka and Coos, April 27. Seneca, San Francisco, April 27. Ametella, Coos Bay, April 28. Sue H. Elmore, Tillamook, April 28. Alliance, Coos Bay, April 28. Niomeida, orient, April 29. Rose City, San Francisco, May 1. Koonaka, San Pedro and way, May 1. Alezia, orient, June 1. Numantia, orient, June 1. Arabia, orient, August 1.

Regular Liners to Depart.

Arabia, orient, April 26. Eureka, Eureka and Coos, April 26. Seneca, San Francisco, April 27. Ametella, Coos Bay, April 28. Sue H. Elmore, Tillamook, April 28. Alliance, Coos Bay, April 28. Niomeida, orient, April 29. Rose City, San Francisco, May 1. Koonaka, San Pedro and way, May 1. Alezia, orient, June 1. Numantia, orient, June 1.

Vessels in Port.

Broderick Castle, Br. ship, Stream Line, Fr. bk. Greenway No. 3. Moller, Fr. bk. Crown of India, Br. ship. On way up. Alby, Rus. bk. Eugene Pergaline, Fr. bk. Centennial. Corral Bait, Br. bk. Montgomery No. 2. Cellioburn, Br. bk. Oceania. Noma, Fr. bk. Dolphina. Donna Francesca, Fr. bk. Astoria. Eas, Nor. ship. Portland Lbr. Co. Urania, Nor. bk. Oceanic. Alsterkamp, Ger. bk. Astoria. Koonaka, Br. bk. Astoria. Arabia, Ger. ship. Albin. Braganza, Fr. ship. Stream Line. R. H. Jones, Br. ship. Astoria. Strategia, Fr. ship. Drydock. Wellesley, Am. ship. Linnton. St. Helens, Am. ship. Columbia No. 1. R. H. Jones, Br. ship. Astoria. Shoshone, Am. ship. Prescott. Boveric, Br. ship. E. & W. Mills. Churchill, Am. ship. Inman-Poulsen. Echo, Am. bktn. Astoria.

En Route to Load Lumber.

Melville Dollar, Am. ship. San Francisco. Ravalli, Am. ship. San Francisco. Kellie, Am. ship. Mojilones. Virginia, Am. ship. San Francisco. Chehalis, Am. bktn. Maskaew. R. H. Jones, Am. ship. San Francisco. Talia, Am. ship. San Francisco.

En Route with Cement and General.

Aberfoyle, Br. ship. Antwerp. Edmund Kostad, Fr. bk. London. Ametella, Fr. bk. London. Agard, Nor. ship. Antwerp. Eldart, Fr. bk. Antwerp. Boveric, Br. ship. Antwerp. Eugenie Fautral, Fr. bk. Antwerp. Neustadia, Br. ship. Antwerp. David de Aniers, Fr. ship. Antwerp. Killebrack, Br. ship. Antwerp. Killiver, Br. ship. Antwerp. Joiville, Fr. bk. Antwerp.

Coal Ships En Route.

Mindoro, Am. ship. Newcastle. N. S. W. La Roche, Am. ship. Newcastle. Tramp Steamers En Route. Inverkip, Br. ship. San Francisco. Boveric, Br. ship. San Francisco. Taunton, Br. ship. Guaymas. Portland, Br. ship. San Francisco. Madura, Br. ship. San Francisco. Taber, Nor. ship. Bremerton. Strathairn, Br. ship. Astoria. Hornelen, Nor. ship. Puget sound.

En Route in Ballast to Load Grain.

Manx King, Br. ship. Tallal. Port Crawford, Br. ship. Callao. Agnes Oswald, Callao. River Falloch, Br. bk. Callao. Nordsee, Ger. ship. Callao. Oregon, Ger. ship. Yokohama. Gen. Faldherber, Fr. bk. Yokohama. Henrietta, Ger. ship. West coast. Aster, Ger. bk. Valparaiso. Marchese, Br. ship. West coast. Helena Blum, Fr. bk. Bristol.

All Steamers En Route.

Geo. Loomis, Am. ship. San Francisco. MARINE NOTES. Astoria, April 25.—Condition of the bar at 5 p. m. smooth; wind, north-west 22 miles; weather, clear. Sailed at 5:30 a. m.—Steamer Ronoke for Portland. Sailed at 10 a. m.—Schooner Churchill from Keelung. Sailed at 11:10 a. m.—Steamer Sue Elmore for Tillamook. Arrived down at 10 a. m. and sailed at 5 p. m.—Steamer Rose City, for San Francisco. San Francisco, April 25.—Arrived at 4 a. m.—Steamer Yellowstone, from Portland. Sailed at noon.—Steamer Senator, for Portland. Sailed at 3 p. m.—Steamer Geo. W. Elder, for Portland. San Diego, April 25.—Arrived yesterday.—Steamer Yosemite from Portland. Shellas, April 25.—Arrived April 23.—French bark Marchal de Turcine, from Portland. Sailed at Astoria Sunday—High—9:23 a. m. 7.3 feet; 10:25 p. m. 8.1 feet. Low—4:00 a. m. 2.5 feet; 4:00 p. m. 1.1 feet.

COUNT, WITH WIFE, GOES HOME RICH

New York, April 24.—Count Hans F. von Hockberg, whose family in Germany cut him off because he married a Berlin shopgirl, sailed back to the fatherland yesterday with his wife and daughter. He carries with him bank bonds representing \$140,000 and the title to a silver mine that is paying dividends. He says that he has dropped his title

BUILD OF SCHOOLS DENOMINATIONAL

Heads of Christian Colleges of Oregon Organize a League.

(Special Dispatch to The Journal.) Pacific University, Forest Grove, Or., April 25.—At a meeting of the representatives of all the denominational colleges of the state held in this city last night, a league for mutual benefit was organized. Each institution had two delegates, its president and a member of its faculty. They were the guests of Pacific university. The meeting was primarily of a social nature and although important educational questions were considered, nothing was proposed that would retard the work of the state schools. Coming as it did at a time when a campaign is being waged in appropriation for the state schools, it might appear that this might have been the object of the conference, but no question pertaining to this matter was discussed at the meeting last night.

At 6 o'clock a banquet was given in Herrick hall after which all the partners of the denominated colleges on questions of common interest to all the colleges were presented. Place of Christian Colleges. President L. W. Riley of McMinnville college read a paper on "Place and Character of the Christian College in the Educational System of the State." He referred to the growth of the state schools and asserted that, nevertheless, the day of the denominational college is not past, but their time is coming in this matter is their future. He referred to the high place the graduates of Christian colleges hold in public life and turned to the state of Oregon. He said that the prominent college men are graduates of the denominational colleges of the state, while those of the state schools are graduates of the state schools. The Christian colleges, he said, were endeavoring to supply the world's greatest need, that of a well rounded man and woman; they are developing their students intellectually, physically and morally. The colleges, he declared, must lay more stress on the development of the spiritual nature, and this could be done only by building up a strong faculty of Christian men; the desire for buildings and a large endowment must not be allowed to stand in the way of the spiritual advancement of the students. Minimize the Commercial. President H. M. Crooks of Albany college conducted the Hook-up on the "The Commercial Character of the Oregon High Schools" and "To What Extent is it Advisable for Our Colleges to Minimize the Commercial Character of the Oregon High Schools?" By the discussion under the first subject it was developed that the greatest need of the high schools is a uniformity in their curriculum and courses offered, as they all claimed to lead to a college course, while in fact many of them did not. Each of the college presidents gave his opinion as to the importance of the commercial character of the schools, although they differed somewhat, it was generally conceded that the commercial studies should be given a minor place and that the students should be prevailed upon to take the full college course. Riley for the Practical. President Riley, in defense of the three years literary-commercial course at McMinnville college, said a majority of the scholars after completing this course would not go to college, but would remain in the state and take the remaining four years in college. It was emphasized that the Christian colleges must be more practical. President C. A. Mock of Dallas college, spoke on the question, "Is the time ripe for forming an organization of the Denominational Colleges of Oregon?" He heartily favored the plan, for he said the colleges had many interests and problems in common and would thus be a mutual help to one another. "The work of bringing the colleges into uniformity in their curriculum and courses offered, as they all claimed to lead to a college course, while in fact many of them did not. Each of the college presidents gave his opinion as to the importance of the commercial character of the schools, although they differed somewhat, it was generally conceded that the commercial studies should be given a minor place and that the students should be prevailed upon to take the full college course. Riley for the Practical. 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