ITALIAN CRUISER WILL VISIT PORT

Puglia, En Route to Orient, Is Due to Arrive at Portland September 4.

CONSUL CANDIANI NOTIFIED

Local Societies Are Making Extensive Plans for Entertainment of Officers and Crew of Vessel

at Seattle.

The Italian cruiser Puglia, Captain Di Fregata L. Cusani, Viscounti, is scheduled to arrive in Portland harbor September 4. The information was forwarded in letters received by Dr. C. F. Candiant, Italian Consul, and M. G. Montrezpa, of the Italian Information Bureau, from the master of the Puglia. The ship will remain in the Portland Harbor until September 22. Repairs to the machinery will be made at Port-

Italians composing the five societies of Portland are making extensive preparations for the entertainment of the officers and sailors of the Puglia. September 20 is the Italian day of independence, and for that day there has pendence, and for that day there has been planned a great parade, picnic and dance, in which all members of the local Italian colony will participate.

The parade will be made up of mem-bers of the five associations of Italians in Portland and the sailors of the cruiser. There will be plenty of music. In the afternoon there will be a picnic at the Lewis and Clark Fair grounds. and in the evening a grand concert and The Puglia arrived in the barbor at

Seattle I royal style. The Italian colony at Seattle is entertaining the officers and crew in royal style. The vessel is en route to the Orient, and will head for the West after leaving Portland. The Puglia is a protected cruiser, and was built in 1899. She is in the third class, and is 269 feet in length. Her complement is 13 officers and 275 men. The Puglia was built at Taranta and has made two previous trips to the Pacific, the present, however, being her first visit to Northwestern ports. The vessel has 4%-inch armor, and her armament consists of four 5.9-inch guns, one 2.9-inch, eight 2.3-inch, eight guns, one 2.9-inch, eight 2.2-inch, eight 1.4-inch and two Maxims. She also has two terpedo tubes. Her bunker capacity is 650 tons, speed 20 knots, displacement 2408 tons and engines develop 7000 horsepower.

In addition to Commander Cusal, the cruiser's officers are: Captain, Augusto de Brandis; Lieutenants, Euclide Culiolo, Massimo Bernaroli, Guisseppi Gia-votto, Eduardo Comito, Gabrielle Ratti; Second Lleutenant, Gustavo Galdini; engineer, Italo Casola; Assistant Engineers, Frederico Caldelli and Vincenze Cecere; Surgeon, Adolfo Farese; Com-missary, Arturo Dionisi.

CAPTAIN BERMINGHAM IN CITY

On Inspection Tour, He Relieves Captain Fuller, on Vacation.

Captain John Bermingham, Supervising Inspector of Hulls and Boliers of
this district, arrived in Portland
Wedneaday. He is to remain in the
local Inspectors' office until the return of Captain George F. Fuller, who
is absent on vacation. From this port
Captain Bermingham intends to make
an official visit to Puget Sound ports
before returning to San Francisco, his Captain John Bermingham, Supervis-

Regulations require the signature of both members of the local board to documents issued and to certificates of inspection, licenses, etc., so that when one or the other is absent it makes it necessary for the District Inspector to be present in order that the businesse of the department shall go on uninterruptedly, as his signature is equivalent to those of the local inspectors. Canalia Bernsteine makes spectors. Captain Bermingham makes tours of inspection at intervals to the different ports in his district, and on this occasion he is looking into the matter of fire drills on craft carrying

RIVER FOULED BY FUEL OIL

Tank Rented to Union Oil Company Springs Leak.

Harbormaster Speler discovered

quantities of oil coming from the sewer yesterday morning about 6 o'clock near the gas-works. He investigated the matter and found that a tank rented to the Union Oil Company by the gas company had sprung a leak and fuel oil was finding the way to the company had sprung a leak and fuel oil was finding its way to the river from that cause. He also found that the renters of the tank were doing everything possible to stop the leak, and had large pumps at work removing the oil from the rented tank to other receptacles. Considerable loss resulted from the leak, which was repaired as soon as the tank was emptied.

ALESIA IS DELAYED TWO DAYS

More Time Required to Complete Cargo of Flour.

Change of sailing date was made yesterday for the Alesia. Some odds gesterday for the Alesia. Some odds and ends of her curgo not having been handled, the steamship was held over until tomorrow. In the forenoon announcement was made at the pilots office that she would be taken down during the day, but later the change was decided upon. The cargo now on board is almost entirely flour, which is valued at \$198,722. About 1000 barrels will be delivered at Moji, and 797 barrels at Yokobama. Over 47,000 barrels go to Hongkong. rels go to Hongkong.

Light Vessel Parts Moorings.

matilla reef Light vessel, No. 67, parted her moorings off Flattery rocks on the morning of August 24. Being unable to recover them, on Wednesday she proceeded to Astoria. After re-ceiving newer monorings, the vessel return to her station, probably

Shipping News of Seattle.

SEATTLE, Aug. 27.—The schooner Wil-liam Nottingham salled today from Bal-lard with himber for Callao. The German steamer Rameses goes to

Tacoma tonight.

The atoamer Northwestern got away early this morning for St. Michaels and

United Kingdom, returning later to Nan-

aimo for fuel.
The steamer F. S. Loop is at Mukilten where union longshoremen refused to load lumber on her because she discharged at a Sesttle dock, declared unfair by the

The steamer Minnesota leaves Sunday at noon for Hongkong, via Japan. She air ady has a large number of passen

gers booked.

The steamer Al-Ki arrived from Skagway and way ports with 14,000 cases of salmon from the canneries at Funter. Shkan and Yes Bay. She also has 33 of fish fertilizer which will be shipped to Japan and 200 tons of con-centrates for the Tacoma smelter, wither she proceeds tomorrow.

The steamer Humboldt left tonight for Skagway. Among other cargo she has a big shipment of potatoes and onions for Government forts on the Yukon.

The ateamer President is loading wheat for San Francisco at Smith's Cove, and

salls Saturday morning.
The steamer Faralon arrived from Southeastern Alaska via Bellingham today, bringing salmon from Klawak. The steamer Pennsylvania returns to-morrow from Nanaimo. When she sails

p........

STEAMER INTELLIGENCE,

Due to Arrive. Name From Da
Alesia Hongkong In p
Alesia Hongkong In p
Alliance Coos Bay In p
Breakwater Coos Bay Aug
State of Cai San Francisco Sept
Geo W Eidersan Pedro Sept
Roanoke Loe Angeles Sept
Arabla Hongkong Sept
Arabla Hongkong Sept Scheduled to Depart.

Name. For.
Alceia. Hongkong.
Alliance. Coes Bay.
Rosa City. San Francisco.
Breakwater. Coos Bay.
Geo. W. EiderSan Pedro.
State of Cal. San Francisco.
Roanoke. Los Angeles.
Numantia. Hongkong. Entered Wednesday. Roznoke, Am. steamship (Dunham), general cargo, from Ban Pedro. Alliance, Am. steamship (Olson), general cargo, from Coos Bay.

Entered Thursday. Roanoke, Am. steamship (Dunham), general cargo, for San Pedro.

September 1 she will carry equipmen for a Government station at or near Val-

Marine Notes.

Among the passengers arriving on the Alliance was Governor Chamber-lain, who made the round trip on the steamer to Cons Bay.

After taking on 20,000 barrels of flour at Puget Sound, the M. S. Dollar finished cargo at Prescott and was re-ported about ready yesterday after-

One of the Dollar steam schooners the Harold Dollar, passed in yesterday on the way to Rainier and Prescott, at which points she is to load lumber for San Pedro.

The steamship Alliance arrived from Coos Bay Wednesday night with a large cargo. Yesterday the vessel dropped down to Montgomery dock and dis-charged two carloads of doors brought from North Bend and which were part of an Eastern order. The Alliance also had 1550 cases of cream,

With a cargo of cream,
With a cargo of cement consigned to
W. P. Fuller & Co., the British ship
Aberfoyle reached the Columbia River
yesterday after being out 184 days
from Antwerp. She had 20 per cent insurance. Nothing has been heard of
the Acon, out from Portland since July
1, bound for Auckland, N. Z.

Arrivals and Departures.

ASTORIA. Aug. 27.-Arrived down at 4 A. M. and salled at 11:30 A. M.—Steamer Break-water, for Coos Bay. Salled at 7:45 A. M.— steamer Eureka, for Eureka. Arrived at 11:45 A. M.—Sblp Henry Villard, from Bristol Bay.

Steamer Yosemite put in for fuel. Raft out-side in charge of tug. Salled at 2 P. M.— Steamer Harold Dollar, for Portland. Cleared —Steamer Horner, for Portland and way ports Salled at 4—Yosemite, for San Diego. Monterey, Aug. 27.—Sailed, August 25— teamers Rosecrans and Monterey, for Port-

San Francisco, Aug. 27.-Arrived-86 Gotama, from Tillamook; steamer Cily of Puebla, from Victoria; schooner Sausalito, from Siusiaw; steamer Col E. L. Drake, from Seattle; steamer Elizabeth, from Handon; steamer Grace Bollar, from Dutch Harbor; steamer Grace Rollar, from Dutch Harbor; steamer Johan Poulsen, from Astoria; steamer Yosemite, from Columbia River; schooner Lizzle Prien, from Unalisska. Salled—Steamer W. S. Potter, for Nome; steamer Titania, for Ladysmith; steamer Tahoe, for Grays Harbor; steamer Harold Dollar, for Portland; steamer Wasp, for Seattle.

Suez, Aug. 27.—Arrived—Titan, Tacoma and Seattle via Volonama. Houskong, etc. for

eattle via Yokohama, Hongkong, etc., for

Montevideo, Aug. 27. — Sailed — Admiral appere, from Tacoma, San Francisco, etc., Montevideo. for Havre. Newcastle, N. S. W., Aug. 27.—Sailed.—Magdalena, for Portland, Or.
Honstong, Aug. 27.—Arrived—Empress of Japan, from Vancouver.

Condition of the Bar. ASTORIA, Aug. 27.—Condition of the bar at 5 P. M., smooth; wind, south 14 miles;

Tides at Astoria Friday. ...8.0 feet 7:55 A. M....0.6 foot ...8.0 feet 8:16 P. M....2.1 feet

THOUGHT HIS WIFE UNTRUE

Brother States Real Cause of Suicide

of August Miller.

Unfavorable discoveries regarding the conduct of Mrs. Miller and not financial embarrassment, caused the

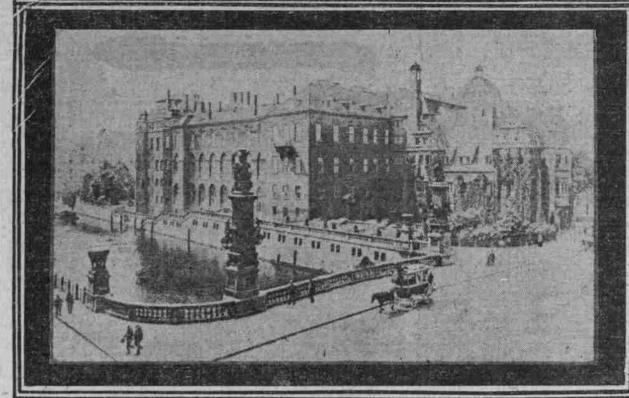
his vocation of mechanic," the brother

his vocation of mechanic," the brother said yesterday. "Not only did he have considerable money in the bank but he had \$50.40 coming in wages.

"The cause of his death was his wife, who came back from a trip to Europe two weeks ago. My brother found letters on her showing she was friendly with a man she met on the journey and this man was to come to Portland to join her before long. That worried him into taking his own life. He was always an honest hard-working man, given to saving his money and had some of us been here to advise him and cheer him up, this would never have happened.

GERMANS THINK NO MUSIC BUT THEIRS IS WORTH KNOWING, WRITES MISS BAUER

Former Portland Woman Describes Trip From Paris to Berlin-Belgium's Thick Population-Germany Impresses Traveler as Country Filled with Children and Geese.



GLIMPSE OF THE ROYAL PALACE FROM THE EMPEROR WILLIAM BRIDGE



AYREUTH, Aug. 5 .- (Special Correspondence.)-It was not easy to leave Paris and its attractions, and it is doubtful whether I would have left so willingly had I not been moored to the dates of August 4 and 5, which must be spent in Bayreuth. I also passed with regret through Belglum, which offers many attractions to the traveler. This rapid transit was almost unpardonable, but nothing to compare to the hardship of spending but four or five days in Berlin, a city which could hold a new interest for every day in a lifetime,

After leaving Paris, with its graces and disgraces, the trip through Belgium presented very striking contrasts. It is declared to be the most thickly populated country in the world, and, judging from what I saw, it is not difficult to believe this true; at any rate, there seemed to be more tall chimneys than I have ever seen at one time, outside of Pittsburg. The manufacturing interests of this country are greater than they are around Paris, greater than they are around Paris, and the industries range from the most delicate glassware and pottery to the finest laces. One hardly gets the Belgium known to the world outside, as Brussels, Antwerp and Bruges do not lie along this line, but the customs of the country are more fully displayed to the wayfarer, who, after all, must be more interested in the heartbent of the people than in the life of the cities. The cities of Belgium are miniature The cities of Belgium are miniature imitations of Paris and of other French cities, without the lightness and grace

the country, as the vagarles of King Leopold are better left in oblivion. It is creatian that the deep affection and representations, etc., for Earling to the politics of the country, as the vagarles of King Leopold are better left in oblivion. It is creatian that the deep affection and representations, etc., for the children and the children and the children and the children and the country is that it is absolutely filled with children and wing frants greeting and swarms of children, and fields and swarms of children and warms frants preciping the compilments that it was glad to tumble into the first of the passing trains, at any rate by the count of the compilments that it was glad to tumble into the first of the passing trains, at any rate by the country and the compilments that it was glad to tumble into the first of the passing trains, at any rate by the country and the passing trains, at any rate by the country and the passing trains, at any rate by the country and the passing trains, at any rate by the country and the passing trains, at any rate by the country and the passing t stopped in front of a superb house. One mark and a half-about 37 cents to cross the street, is about the most expensive

the street, is about the most expensive cab-fare I bave had in this country.

"Pension" life in Berlin is one of the great phases of this city and for beauty of the rooms, location, conveniences and prices the like is not to be equaled anywhere in Europe or America. The city is throughout substantial and real, but after the art in Parls it falls very far from the mark, for the architecture, while substantial and in a certain sense imposing is heavy, and the statuary in which the city abounds is equally clumsy, only here and there are examples which are really masterpieces.

and there are examples which are ready masterpieces.

The galleries also tell the story of weightiness, and while I did not visit enough of them to presume upon a sweeping assertion. I gained enough to form my own opinions. I was most interested in the exhibition of this season's pictures, because in a certain sense it reflects the present, which can better be studied in Berlin than elsewhere. At the outset I are my lack of sympathy with the ultra-impressionistic school, and only some of the artists of this cult in America and of France have won appreciation Denied Change of Venue.

JACKSON, Ky., Aug. 27.—Judge Adams today overruled the motion made by the prosecution for a change of venue in the The last freight for ports on the upper Yukon, via St. Michael, leaves here on the steamer Hyades, August 30.

The British steamer Queen Amelie will prosecution for a change of venue in the artistic world, and Purvis de Chauvannes in the case of Beech Hargis, charged with the has created a world of his own, but the impressionists of Germany are as brutal in their attack and execution as are the realists in molecular. realists in modern literature, and it takes

EXPOSITION BUILDING CHARLOTTENBURG Lagrano



SOOO CHARLOTTENBURG THEATER PHOTOGRAPHS OF NOTABLE BUILDINGS IN BERLIN AND CHARLOTTEN-

BURG.

and its characteristics without stating un-hesitatingly that it took a trip to Eu-rope to make me realize the vast posi-tion of America in the musical world. In France, they know French music, a little of the Russian, a bare something of Ger-

so much distance that few halls would be large enouugh to carry them. Frankly, German impressionism I do not like, but in legitimate art there was much that was appealing. In portraiture, however, I have seen little to be compared to the examples offered today in Germany.

"We feel that is about all. In Germany, they are even more narrow, and feel that if they know every inch of their classics, their Wagner, and perhaps Brahms, it is all that is necessary. Even the young German school is looked upon with askance, and as one brillant German told me, "We feel that we know all that is

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Failures

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