NEWS OF THE AUTOMOBILE WORLD

The Olds motor works of Detroit will send two Oldsmobile standard runabouts across the continent from New York City overland to the Lewis and Clark exposition. The start will be made from New York May 8, and the run is timed to reach Portland for the opening of the good roads convention here on June 21. The trip is being made in the interests of good roads.

The Olds motor works will invite volunteer drivers for the trip, and will receive applications either by wire or by letter. Two men will be selected from those who volunteer, and an expert mechanician will accompany each runabout.

Sol Blumauer, President of Automobile Club.

All expenses will be paid, and the driver bringing his machine first into Portland will receive a cash prize of $1,000. The other man upon his arrival will receive the machine he drives.

James W. Abbott, special agent of the government bureau of public road inquiries, who is prominently identified with the good roads' cause, intends to accompany the cars.

The standard runabout was the first light car to cross the American continent, and they feel that it is unquestionably well adapted for this project in the interests of good roads.

Mr. Keats, the local agent for the Olds motor cars is very enthusiastic over the trip and he will arrange and map out the route that the cars will take after they enter the state of Oregon. It is quite certain that the Portland Automobile club members will arrange so that a local delegation of machines may go out to meet the eastern autos some distance from the city, and escort the hardy men from the east into Portland. As soon as the eastern auto men reach here, a scheme is on foot to have the exposition officials set aside a day for the reception of the guests and in the interest of automobiles. Such a plan would meet with the hearty accord of the local auto men and give them an opportunity to show Portlanders and visitors what automobiles really are.

A prize competition of interest to artists and designers, as well as to owners and users of motor cars, has been arranged by the George N. Pierce company of Buffalo, manufacturers of the Pierce Great Arrow cars. Three sets of first and second prizes are offered: First, for the best design of a body for an enclosed car; second, for the best design of a body for a touring car, and, third, for the best color scheme for any motor car. The first prize for each of the first two competitions is $250 and the second prize $100. For the last competition the grst prize is $200 and the second $100. As the mechanism has been perfected, the more aesthetic side of motor car building is attracting the attention of the maker. The object of the competitions is to turn the attention of good designers and artists to these particular branches, so that they will eventually evolve shapes and color schemes that will make automobiles as attractive in design and color as coaches are now. The contest closes June 1, and prizes will be awarded as soon as a decision can be reached.

D. C. O'Reilly, Director Automobile Club.

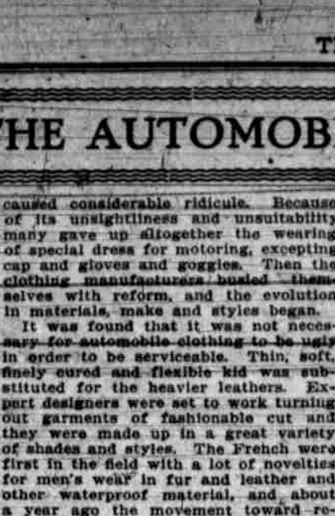
The road committee of the Portland Automobile club soon after its appointment by President Blumauer set out to secure subscriptions for the oiling of the Linnton road or whatever road the committee selects. While no report has been made it is understood that the committee has received considerable encouragement from those who are desirous of seeing this city have a first-class road. The county commissioners have not looked with favor upon the proposition of oiling the road, but it is thought that sufficient pressure can be brought to bear so that the county will stand its share of the cost.

The Winton Motor Carriage company of New York city has received this notable communication from Andrew Carnegie, who is using a 24-30-horsepower Winton Limousine, purchased at the New York show in January: "We are greatly pleased with our new Winton. From the very start it has done its work and never failed us. There may be improvements yet to come even in such autos, but it is difficult to see much room for them."

Special automobile clothing is coming into general use again, but it is of a new variety, which indicates an interesting evolution that has been in progress.

A couple of years ago the apparel chiefly offered for automobilists was of rough, heavy leather or furs. It was cumbersome and tiresome to carry and caused considerable ridicule. Because of its unsightliness and unsuitability many gave up altogether the wearing of special dress for motoring, excepting cap and gloves and goggles. Then the clothing manufacturers busied themselves with reform, and the evolution in materials, make and styles began.

It was found that it was not necessary for automobile clothing to be ugly in order to be serviceable. Thin, soft, finely cured and flexible kid was substituted for the heavier leathers. Expert designers were set to work turning out garments of fashionable cut and they were made up in a great variety of shades and styles. The French were first in the field with a lot of novelties for men's wear in fur and leather and other waterproof material, and about a year ago the movement toward refinement received fresh impetus through the introduction of Scandinavian leathers and furs, which are unusually soft and delicate in texture, owing to peculiar processes in curing. These Scandinavian goods and the improved French products, made leather apparel possible for women. Coats, cloaks, skirts and hats are now being made of kid that are windproof and waterproof and dustproof and yet which a few steps away do not look at all like leather. The winning virtue of them, however, is their lightness. The idea of a leather jacket is one of heaviness and stiffness



R. D. Inman, Vice-President Portland Automobile Club and an Enthusiastic Worker.

and is repulsive to most women, but as soon as one of the latest styles in these goods is picked up in the hand there is a shock of surprise and an instantaneous conversion.

These dainty leather goods are now being made up in garments designed by the most famous Parisian modistes and in every variety of color, with pipings and trimmings in leathers of different colors, so that a woman may sit in a motor car clad imperviously in leather and yet have the appearance of being fashionably attired, or she may alight and walk up the avenue without creating a sensation, so much like ordinary walking costumes are the automobile outfits being made and so deceiving to anyone not close enough to feel them.

Two other features in this evolution are interesting. One is the fact that

David Honeyman, Automobile Club's Secretary and a Great Devotee of the Sport.

special attention is now being paid to goods for summer wear. Stiff leathers and furs formerly were the only apparel available. Now there is a full line of summer goods. In leather, there are jackets and skirts and hats for women and coats and trouser coverings for men, made up of specially light kid and unlined that are about as light as woolens. Then there are linen and pongee dusters and cravenetted woolens and also a new variety of waterproof garments in gum satins and gum silks, which do not crack as the rubber coated goods do and have no offensive odor of rubber.

The other, and perhaps most interesting, feature of the evolution in automobile clothing is that it has improved so greatly in every respect that persons wanting storm proof clothing for other sports, such as hunting and boating, have taken to it, and this has led to many modifications being made in automobile apparel by the different manufacturers so that the dealers in automobile clothing are now doing a much wider business and are supplying outing apparel for all sorts of sportsmen and sportswomen.

NOTES OF THE TRADE.

The race committee of the Portland Automobile club is making arrangements for an automobile race at Irvington race track on Memorial day. Such a scheme would be highly interesting to the spectators and would also give the local auto men a chance to test their nerve and the speed of their cars.

W. E. Travis purchased a new Pope-Toledo car last week from the H. L. Keats company. Other purchasers of Pope-Toledos last week were P. Loengart and J. B. Yeon. The cars are 35-horse power and are built especially for comfort, speed and simple handling.

Determined that the men who drive its cars shall be competent, the Pope Manufacturing company is arranging for a chauffers' school at the big Pope garage in New York. Instructors from the factories where the various types of cars are made, like the Pope-Toledo, Pope-Hartford, Pope-Tribune, Pope-Waverly, will be in charge, and no man who cannot pass an examination will be recommended as a chauffer. There will be frequent lectures and demonstrations of cars and their various parts. A nominal fee will be charged each man, with a view of keeping out undesirable drivers. The idea originated with Robert E. Fulton, the assistant manager at the Pope garage, and was very quickly indorsed by the officers of the company.

F. M. Keeton who has been in the city during the past several weeks demonstrating the Pope-Toledo touring cars, left at 4 o'clock yesterday morning for

Dr. C. B. Brown, Treasurer Portland Automobile Club.

Seattle in one of his machines. Accompanying Mr. Keeton were Mrs. Keeton and Mr. and Mrs. H. E. Keats. Mr. Keats will handle the Pope-Toledo cars in Portland. During the brief time that Mr. Keeton spent in Portland he made many fiends for himself and the car he represents. He is one of the most affable gentlemen and makes friends wherever he goes. Those who had an opportunity of judging his demonstrations were thoroughly pleased with his clever work. Portlanders regret losing him.

The vulcanization at one's own will is the pleasant vista opened to motorists by a process invented by a Frenchman named Sans. He describes the process as "cold vulcanization," no heat or molds being required. The important part of the process is the liquid solution, the nature of which is kept a secret by M. Sans. By using it any cover or inner tube can be vulcanized with ease and despatch, and so effectually that not even running the car at high speed will cause the repaired part to open. After the application of the process, which usually takes a few minutes, the tire can be put in use, and the more it is used the more heat there is developed it will render the vulcanization complete and practically indestructible. The International Motor Car company, recently incorporated, is the sole agent for Sans invention in America, Canada and Mexico.

A. Kimble of Pendleton purchased a Cadillac touring car from Covey & Riddle last week.

D. H. Brown, of this city, a local business man, was attracted by the merits of the Cadillac machine and became the owner of a handsome touring car last week.

S. T. Lockwood is another local business man who has joined the auto enthusiasts, and is the owner of a Cadillac touring car.

Dr. Watts visited the garage of Coevy & Riddle during the week and purchased

A. K. Bentley, Director of Automobile Club.

a Haynes-Apperson touring car for use in the city and vicinity.

Frank D. McNutt of Centralia, Wash., purchased a Cadillac runabout for use in that city.

Mr. Atiyeh Returns.

Mr. A. Atiyeh, senior member and rug buyer for the firm of Atiyeh Bros., who for the past three months has been traveling through Turkey and Persia, has just returned from an extended trip. Whilst traveling through the principal market of those countries Mr. Atiyeh has made large purchases of oriental rugs and art goods. As stated recently in The Journal, over two carloads of the finest specimens of oriental tapestry carpets, rugs, art goods, etc., are now at the union depot and this week will be devoted by the firm for displaying this large and elegant stock. Mr. Atiyeh knowing fully the requirements of the people of Portland, has made his selections with the view of catering exclusively to their tastes. A full description of which will be duly advertised in The Journal.

PLEASURE FOLLOWS BUSINESS.

Royal circle No. 528, W. O. W. was agreeably surprised after their business meeting last Thursday evening. Captain Sunderleaf and guards furnished refreshments for every one present. There was a large attendance and all left at a late hour with best wishes to the captain and guards for their very pleasant evening.

BEER CAUSE OF CRIME SAID GUGLIELMO

Shortly Before Hanging, the Murderer Drew Pictures Lampooning His Enemies.

PICTURE OF HIMSELF AND VICTIM GOES TO FRIEND

No Stimulants Given Doomed Man by Penitentiary Officials at Any Time.

Shortly before Frank Guglielmo was executed at Salem Friday for the murder of his sweetheart, Freda Garacio, a dramatic scene occurred in his cell. Martin V. Leasia, serving a life sentence for the murder of his father-in-law, fainted while bidding the condemned man good-bye.

Guglielmo and Leasia had known each other for some time, and were on very friendly terms. Leasia is a prisoner whose conduct has been so exemplary since his incarceration that he has earned the favor of the officials and when he said he wanted to see his friend his desire was gratified. Accompanied by a guard he proceeded to the cell.

The two men shook hands, and Leasia inquired how Guglielmo was feeling. The doomed man answered that he was "fairly well."

"Well, be brave, Frank," said Leasia. "It will all be over soon, anyway, and you won't suffer much."

"Oh, I'm going to do that all right," was the answer.

Leasia, who had been growing very pale and was leaning against a table for support, gasped as Guglielmo made answer, and suddenly clutching at the air as if for support, reeled and would have fallen if a guard had not caught hold of him. He was laid on a couch and restoratives applied. In a few minutes he was able to return to his cell.

Stimulants for Murderer.

Reports have been in circulation since the execution that Guglielmo was given drugs to enable him to undergo the ordeal with fortitude. This is denied, not only by the superintendent and warden of the penitentiary, but by the day and night death watch. The condemned man was given one drink of whisky a few minutes before he left his cell for the execution chamber. Stimulants are usually given men in the shadow of the gallows. It was the first glass of liquor Guglielmo had tasted since he was returned to the penitentiary from the Multnomah county jail by Sheriff Word.

Not only were the arrangements for the execution faultless; to Superintendent James, Warden Curtis and Guards Dorcas and Busick, the day and night death watch, respectively, belong the credit for the manner in which the murderer went on the scaffold. He was told that he would not suffer, and that he would not want it said after death that he died a coward. His attention was also drawn to the fact that the father of the murdered girl would be there to see if he flinched. Spiritual consolation given the condemned man by the Rev. Fathers Fabre and Gribben also contributed to his obtaining control of himself.

During his incarceration Guglielmo made two or three firm friends. Neither the superintendent nor the warden was able to gain his confidence, despite their kind treatment. One of the guards and Lester Davis, a Salem newspaperman, he regarded as his friends, and to them talked freely.

Davis was summoned to his cell and given three sheets of drawings in lead pencil 30 minutes before Guglielmo left his cell for the gallows. On two of the sheets the condemned man and his dead sweetheart were represented as gazing at each other over a vase filled with flowers. Under the girl's picture was drawn a grave, with a headstone, and under Guglielmo's a coffin, with the lid half removed in readiness to receive the body of the man to be executed.

Judge Cleland was pictured as sitting on the bench and saying, "Hang him!" The first witness at the trial was placed in the witness chair, under the caption, "Hang him." All the jurymen in the box were depicted with hair standing on end as if in horror. From the mouth of each issued the words, "Hang him!"

The face of Gaetano Garacio, the father of the dead girl, was placed on a mule which was engaged in kicking into space sacks covered with dollar-marks. The accompanying words conveyed the idea that Garacio's plaint was because he regarded Guglielmo as having kicked his money away by killing his daughter.

Cause of the Crime.

Attorney George J. Cameron was also cartooned. His face, too, was placed on a mule. The head was raised in the attitude made famous by the Journal mule, Maud, and from Cameron's mouth came the words: "Hee haw! If we can't get the money any other way we'll sue for it."

A beer barrel, in which was placed a faucet, was labeled as the cause of the crime.

The body of the murderer was brought to Portland Friday evening and taken to the undertaking rooms of Dunning, McEntee & Gilbaugh. A large number of people, mostly Italians, viewed the body this morning. The face shows no disfigurement.

The funeral will be held at 1:30 o'clock this afternoon, and the interment will be in Mount Calvary cemetery. Rev. Father Cestelli will officiate.

In accordance with the expressed desire of the dead man, a brass band of 13 pieces will furnish music while the funeral procession is marching to the grave. It is also probable that in accordance with Italian custom the procession will be headed by five empty carriages.

"I die gladly and contented because God will save my soul," is the concluding sentence of a letter which Joseph Morak received yesterday from Frank Guglielmo, who was executed at the state penitentiary for the murder of Freda Garacia yesterday afternoon. Outside of this statement the letter contained nothing further than what had been said by Guglielmo in his interviews and in his speech upon the scaffold. But with the letter were instructions, witnessed by C. M. Charlton, who acted as death watch, to the effect that the funeral procession be headed by a brass band of 13 pieces at a cost of not to exceed $41; that a casket for the remains be purchased at a cost of not more than $50; that five empty carriages follow the hearse at a cost of not more than $25; that the body be shipped from Salem to Portland at an expense of $10, and that it be interred in the same vault with that of his father in Mount Calvary cemetery at a cost of $50, and that all church expenses be paid.

Don't Overlook.

The low rate Sunday short excursion trips to the O. W. P. trolley lines. No more pleasant outing with high class motor cars and open trailers attached. All cars from First and Alder streets.

NEW BOOKS FOR THE LIBRARY

SOCIOLOGY.

Javal, Emile—On Becoming Blind; tr. by C. E. Edson.
McClain, Emlin—Constitutional Law in the United States.
Sanborn, A. E.—Law and Law in Child Training.
Steffens, J. L.—Shame of the Cities.
Wilcox, D. F.—American City.

SCIENCE.

Hammer, W. J.—Radium and Other Radio-Active Substances. 1903.

USEFUL ARTS.

Cabinet-Maker.
Crozier, W. and Henderson, P.—How the Farm Pays.
Eissler, Manuel—Handbook on Modern Explosives. 1897.
Fiske, G. R., comp.—Poultry Feeding and Fattening. 1904.
Johnson, J. B.—Engineering Contracts and Specifications. 1904.
Pettengill, Lillian—Toilers of the Home. 1903.
Pratt, E. A.—Organization of Agriculture. 1904.
Prelini, Charles—Tunneling. 1902.
Terry, T. B.—Our Farming.

FINE ARTS.

Cumming, David—Handbook of Lithography.
Ely, H. E.—Another Hardy Garden Book.
Jervis, W. P.—Encyclopaedia of Ceramics.
Nye, A. C.—Furniture Designing and Draughting.
Riemann, Hugo—Encyclopaedic Dictionary of Music.

LITERATURE.

Simpson, W. H. O.—English Satires.
Sophocles—Tragedies; tr. into English by Sir R. C. Jebb.

HISTORY.

Fiske, John—How the United States Became a Nation.
Sketch of the Reign of George the Third From 1760 to the Close of the Year 1790.

BIOGRAPHY.

Bolton, Mrs. S. (K.)—Lives of Poor Boys Who Became Famous.
Eggleston, G. C.—First of the Hoosiers.
Kant, Immanuel—Immanuel Kant, His Life and Doctrine; by Friedrich Paulsen.
Waters, Mrs. C. (E.) C.—Women in the Fine Arts.

FICTION.

Conrad, Joseph and Hueffer, F. M.—Romances.
"Katharine," pseud.—Letters From an Oregon Ranch.
King, Basil—In the Garden of Charity.
Phillpotts, Eden—Secret Woman.

BOOKS FOR CHILDREN.

Ewing, J. H.—Juliana Horatia Ewing and Her Books.
Gerson, Virginia—Happy Heart Family.
Walsh, W. S.—Our Young Folks' History of the Roman Empire.

MUNICIPAL IMPROVEMENT.

Baker, N. N.—Municipal Engineering and Sanitation. 1902.
Burrage, S. and Bailey, H. T.—School Sanitation and Decoration. 1899.
Chapin, C. V.—Municipal Sanitation in the United States. 1901.
Conkling, A. R.—City Government in the United States. 1894.
Dolman, F.—Municipalities at Work; the Municipal Policy of Six Great Towns and Its Influence on Their Social Welfare. 1895.
Elliott, F. R.—Handbook of Practical Landscape Gardening. 1885.
Ely, R. T.—The Ideal City as a Well Ordered Household. (See his Coming City. 1902. p. 58-63.)
Fairlie, J. A.—Municipal Improvements. (See his Municipal Administration. 1901. p. 226-316.)
Gerhard, W. P.—Disposal of Household Wastes. 1904.
Goodhue, W. F.—Municipal Improvements. 1903.
Judson, W. P.—City Roads and Pavements Suited to Cities of Moderate Size. 1902.
Naylor, William—Trades Waste; Its Treatment and Utilization with Special Reference to the Prevention of Rivers' Pollution. 1902.
Price, G. M.—Handbook on Sanitation. 1901.
Robinson, C. M.—Improvement of Towns and Cities; or The Practical Basis of Civic Aesthetics. 1901.
Robinson, C. M.—Modern Civic Art. 1903.
Shaw, A.—Municipal Government in Continental Europe. 1897.
Whitney, Samuel—Municipal Public Works; Their Inception, Construction and Management. 1903.
Wood, Francis—Sanitary Engineering; a Practical Manual of Town Drainage and Sewage. 1902.
Zueblin, C.—American Municipal Progress. 1902.

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