ROCKEFELLER GAINS IN WEIGHT

ANNOUNCEMENT SAYS THE OIL KING HAS INCREASED 12 POUNDS IN FOUR MONTHS.

Tarrytown, N. Y., Oct. 11.—Statements about John D. Rockefeller's improved health are borne out by the announcement that he has gained 12 pounds during the last four months. Mr. Rockefeller is heavier now than he has ever been, weighing exactly 190 pounds with indications that he may pass the 200-pound mark. He owes all his good health to outdoor exercise. A friend here outlines his daily program as follows:

After breakfast Mr. Rockefeller surveys his estate, plays golf two or three hours, has luncheon and a little nap, followed by an hour's dictation with his secretary. Then he is out again taking exercise. Physically, he is a wonder for his age.

JAMES M'NAMARA IS CHOSEN AS THE FIRST

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today the last of the chamber until he is formally placed on trial which it is now expected will not be for at least several weeks.

Court reconvened at 2:05 o'clock and the examination of tal smen was continued.

Twelve venire men were placed in the jury box out of the venire which originally numbered 125, but which today contained less than 40.

District Attorney Fredericks read the indictment to the venire men, pointing out the prisoner and explaining the case briefly "so that the venire men might know in general what was about should they be called upon to become trial jurors."

The First Man.

Le Compe Davis, for the defense, asked the usual questions concerning qualifications.

Z. T. Nelson, a farmer, 62 years old, was the first man questioned.

"Are any of your sons in any contracting business?"

"No," answered Mr. Nelson.

"Are any of your sons in any way connected with organized labor?"

"Not that I know of."

"Do you belong to any labor organization or branch of organized labor?"

"No."

"I presume you are aware of the bitter warfare going on between organized labor and capital?"

"Yes."

"Are your sympathies with organized labor or not?"

Gray Horton, counsel for the prosecution, objected to the question and Mr. Davis launched into a defense of his question to the court, declaring that the case "was one that involved organized labor."

"I have no doubt," said Mr. Davis, "that the prosecution will bring in as a motive the attitude of organized labor. The contention will be that organized labor caused the explosion, to get even. I think it would be proper to ask if a man had any bias or prejudice in regard to organized labor." Mr. Davis withdrew his question finally and asked of Mr. Nelson:

"Have you taken any interest in the labor war or have you studied the question?"

"Not more than I have read in the papers."

"Well, have you formed any opinion as to whether labor unions are proper, are inimical, or are a menace in the United States?"

Counsel for the prosecution objected that the defense was trying to ascertain the opinion of jurors as to matters that were bound to become a question of evidence in the trial and that, "in an indirect way an effort was being made to determine how a juryman might vote on the verdict."

Answered.

Judge Bordwell ruled that the question concerning labor unions could be answered, and Mr. Nelson said:

"I am not prejudiced against labor unions as an organization."

"Well, do you believe labor unions, as you understand them to be carried on here in California, are a menace?"

District Attorney Fredericks interjected that the question assumed that the juryman knew of the conduct of labor unions and that the issue was foreign to the subject.

"Union labor is not on trial," said W. Joseph Ford of the prosecution. "James B. McNamara is on trial for blowing up the Times building. The motive may refer to labor unions, but that is not the issue involved."

Judge Bordwell ruled again that the question was proper.

"It is hard to answer," replied Mr. Nelson. "I don't think an organization should be held responsible for the acts of any one lawless man," he said.

"Have you ever discussed with anyone whether labor unions, as conducted in California, are a menace to the welfare of the community?"

Irrelevancy of the question was charged by the prosecution and the court sustained the objection.

"Do you believe that the whole of labor unions is made up of lawless men?" asked Mr. Davis.

"No," replied Mr. Nelson.

"Have you any feeling or bias or prejudice against labor unions?"

"Against the organizations I have none."

"Against the individuals then, because they are members?"

"No sir; none."

To prevent moving picture theater panics in case of a fire, a Swede has invented a combustible cord, to be placed near the film and burn, if it burns, releasing a weight to close doors about the projecting machine and to switch on all lights in the building.

Come See The Self-Starting 1912 HUDSON "33"

NEXT year all leading automobiles are bound to be equipped with a *Self-Starter* and will have Demountable rims. You make a mistake if you buy any car not now equipped with a *Self-Starter* and Demountable rims.

You get these features on the HUDSON "33" now. The price complete is less than was charged for last year's model.

Practically every self-starter thus far produced has been thoroughly tested by Howard E. Coffin and his Board of Engineers.

The one you will see here is the only one the industry's first designer would approve for use on the HUDSON "33."

It proved to be the most reliable of all the many inventions of the many types that were examined. In thousands of tests it started the motor 98 per cent of the times by the mere turning of a valve and the pressure of a button.

This is much better than was the showing of any other self-starter tried.

The HUDSON "33" was left for a week in a cold storage room. The temperature was below freezing, but the motor instantly responded to the operation of the starter.

This means the end of the one objection that has been made against gasoline motors. The danger of cranking is over.

The superiority of this above all other starters is its absolute surety to give a perfect mixture, not affected by any temperature.

There is nothing complicated—it has only a dozen parts. It is not heavy—the weight is less than four pounds. In thousands of tests it started the motor 98 per cent of the time.

Next year all leading automobiles are bound to be equipped with self-starters.

Why not have such an equipment on the car you buy now? If you don't yours will be out of date next season. Sooner or later only the old models will be cranked from the front. It will seem odd then to see a man start his car that way.

Think of the satisfaction you will have now with this feature of the HUDSON "33."

You will confidently seat yourself at the wheel and in response to a simple operation the motor will start.

It will attract the admiration and envy of every automobile owner whose car must be started in the old way by cranking.

It is another feature of exclusive distinction, quite as gratifying as is the pleasure that all HUDSON owners derive from the fact that they can glide silently up to the curb without attracting the attention of those near by—so quiet is the car's operation.

Compare this with the noise and alarm created by other cars.

The self-starter on the HUDSON "33" removes the last objection women have to driving a gasoline car.

Demountable Rims Also Necessary

About the hardest, most disagreeable work about an automobile—and it usually comes in the most inconvenient places—is changing tires.

Not so when you have Demountable rims. The extra inflated tire can be substituted in a few minutes for a flat tire. There is no labor—nothing is difficult. There is no delay.

No other type of tire rim will be acceptable on any dependable car in the future. Why accept a car that hasn't this equipment now? It makes your automobiling so much more satisfactory. It will make your car so much more salable if ever you wish to dispose of it.

Still Greater Reasons For It's Being a HUDSON

But there are still other reasons more vital why you should prefer a HUDSON "33."

The item of simplicity is important. There are 900 fewer parts than are used on the average automobile.

Compare the chassis with the chassis of other cars.

Note the absolute accessibility of the HUDSON "33." See how clean and free it is from rods, springs and intricate connections.

Unless you are a judge of automobile values you may not fully understand that accesssibility means low cost of up-keep. If vital parts are placed out of easy access by the intricacies of design and construction, it means just that much extra trouble in making adjustments and repairs.

No car is quieter in operation. That comes from perfect design. It remains quiet through months of service. That is due to good workmanship. There is all the power you need for the hills that any automobile will make—all the flexibility required for any traffic conditions and a smooth, vibrationless operation similar to that experienced in most automobiles only when they are coasting down hill.

You can appreciate these conditions only by test. You must ride in cars of different makes and in the HUDSON "33" to understand what this means.

Costs Us $152 More Costs You Less

Instead of reducing manufacturing costs, we have added $152 for better materials and finer workmanship.

Yet the 1912 car sells for less than did the '11 of similar model and equipment.

Thousands paid $1,500 for the 1911 HUDSON with fore-doors, top, magneto and Prest-O-Lite tank. Almost as many more had their cars equipped with 34x4-inch tires, with Demountable rims and glass windshield. This brought the price up to $1,630.

The character of the equipment is much superior to and more luxurious than that used last year. Lamps cost us a great deal more. Upholstering this year costs $14.11 more per car. One set of bearings amounts to $7.35 more than did the bearings used for the same purpose last year. It takes three days longer to paint the bodies. Labor charges per car exceed last year by $35.65.

We built the best car then at the price. But we have progressed. Our men have greater skill. Many new refinements have been developed. They all make for a better car—for longer service—for completeness. They cost us more, but with all included, the car to you is less than was the 1911 model with fore-door and similar equipment.

Don't you think it wiser to buy a car in which quality advancement has been made rather than to choose an automobile that has been not increased in value?

Think also of the disadvantage of owning a car designed after the practice of three years ago. Engineers have advanced far. The ideals of that day are practically obsolete now. The HUDSON "33" is the one advanced car of the past three years.

Other Great Engineers Also Helped

The 1912 HUDSON "33" is the product of Mr. Coffin, plus the assistance of the staff of most experienced and largest number of engineers employed by any one manufacturer. Each—a specialist—has had experience that the others have not had. Each knows something the others do not know. These men spent months with the 1911 car. Then Mr. Coffin received their criticisms and recommendations. All was weighed against the combined experience and ingenuity of all members of the staff.

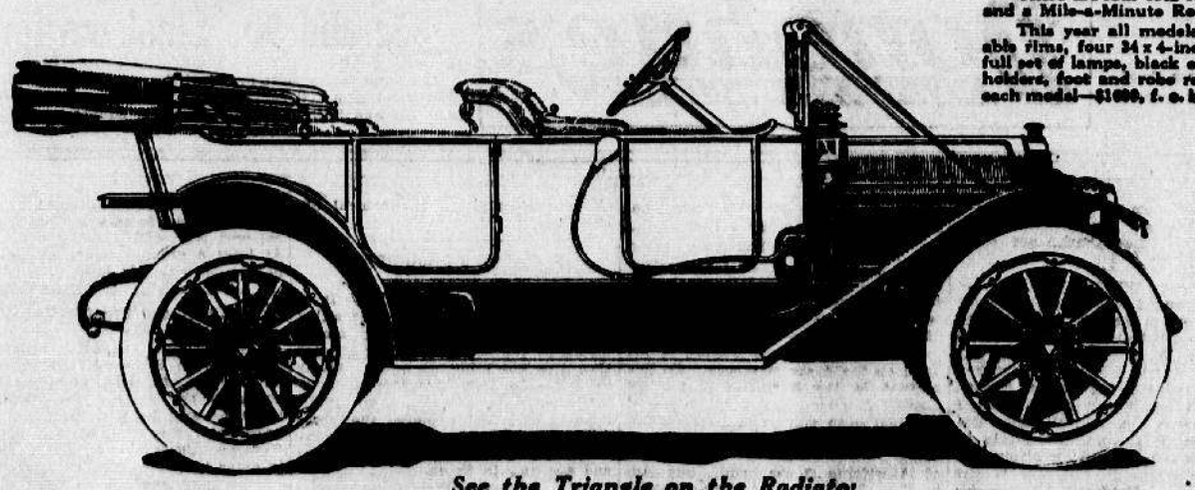
Can you imagine a more complete development? Nothing basic was changed. But still the '12 is different. It is the finished product of many men—the ablest in the industry.

Don't you think it better to see the HUDSON "33" NOW?

The Price Complete with Self-Starter is Less Than Was Charged for Last Year's Model

There are four 1912 HUDSON "33" models: A Touring Car, Torpedo and Roadster—all with fore-doors—and a Mile-a-Minute Roadster.

This year all models are listed with complete equipment including Disco self-starter, five Demountable rims, four 34 x 4-inch tires, except on the Mile-a-Minute Roadster, which are 32 x 4 inches, magneto, full set of lamps, black enamel, Prest-O-Lite tank, genuine mohair top, glass windshield, license number holders, foot and robe rails, tools, tool box on running board, tire repair outfit. The price is the same for each model—$1650, f. o. b. Detroit.



See the Triangle on the Radiator

Valley Mercantile Company

Hamilton, Montana