

FEARS REVOLT IN NORTH

Troops Sent By the Mexican
Government

REPORT OF PLOT IN TEXAS

Made to Colquitt—Conspiracy to Kill
Madero, the Rumor—Given Little
Credit, However, in Mexico
City.

Mexico City, Nov. 18.—Preparations are being made by the Madero administration to meet a possible revolutionary movement in the North. In spite of declarations made Thursday by the president that General Reyes could not command a formidable following, the war department has within the last forty-eight hours ordered the force of General Juvenio Robles, one thousand men of all arms, to proceed from Torreon to Lampazos, in Nuevo Leon. Likewise the ninth battalion is being moved from Rosales, Chihuahua, to Monterey. A battery of rapid fire guns left here on Wednesday night for the latter capital. A report was current that Reyes had negotiated a loan of 16,000,000 pesos (\$8,000,000 gold) in San Antonio to finance a new revolution.

General Pascual Orozco has been ordered to proceed to the state of Sinaloa with five hundred men from the city of Chihuahua to restore law and order. The troops will be moved through United States territory in accordance with the permission recently given by the American state department.

The police of this city have arrested a Spaniard named Juan Fernandez, to whom, it is affirmed, had been promised \$10,000 for the assassination of President Madero. The instigator is said to be a Monterey capitalist, who is a friend of General Reyes. Not much faith is placed in the story of a plot. There is a mania just now for discovering conspiracies. There are almost as many political prisoners in the penitentiary here as at the height of the revolution against Diaz.

PLOT BREWING IN TEXAS.

Report of the Captain of the Texas
Rangers to Governor Colquitt.

Austin, Tex., Nov. 18.—J. R. Hughes, senior captain of the Texas rangers, in charge of the Rio Grande border patrol, has reported to Governor Colquitt he has evidence that a Mexican revolution will be launched within the next two weeks and that some of the plans are being perfected in Texas. Governor Colquitt has ordered a more stringent investigation to determine what steps he shall take. Captain Hughes believes the plan is to overthrow Madero. State rangers are patrolling the border from El Paso to Brownsville to protect American interests. Both Governor Colquitt and Captain Hughes refuse to discuss the matter, merely contenting themselves with the statement that every effort is being made to preserve the integrity of Texas.

WILSON TO STAY.

Taft Decides He Won't Get Rid of the
Secretary.

Washington, Nov. 18.—Secretary of Agriculture Wilson will remain in the cabinet through this administration. President Taft will keep him. It is possible to say this with authority now that the row over Dr. Wiley has to some extent settled down.

President Taft looks on Secretary Wilson as a valuable political asset, and it is said the secretary has done Mr. Taft some political favors recently.

The report of the Moss committee on the Wiley charges will be submitted to the House early in the session, and will be a vitriolic document. But nothing in it will move the president to get rid of Wilson.

Under the reorganized pure food and drug board, with Solicitor McCabe out of it, things are running smoother and much work is being done. Dr. F. L. Dunlap, the secretary, has returned from his vacation. His status is not yet settled, but he will probably be retained, inasmuch as Dr. Wiley and Dr. Doolittle control the board and are working in harmony. It is expected Dr. Doolittle will be kept on the board permanently.

DOG SAVES 7 LIVES.

Howls When House Catches Fire, Thus
Awakening Occupants.

Worcester, Mass., Nov. 18.—"Mutt," a brindle bulldog, saved the lives of seven occupants of an apartment house in this city yesterday. While his master and mistress and their relatives were soundly asleep shortly before dawn, Mutt was awakened by the smoke which filled the kitchen. The dog set up a howl that awakened the occupants. The women were carried out of the house by the men folks, and Mutt tagged on behind, wagging his stub tail.

NEWSPAPER IN FIRE.

Home of Gardiner Reporter—Journal Was
Damaged by Flames.

Gardiner, Me., Nov. 18.—The Gardiner Reporter—Journal, an evening newspaper, escaped being put out of commission by a narrow margin when a part of the three-story brick block in which it is located was badly damaged by fire yesterday. The damage to the building will not exceed \$10,000 and is covered by insurance. The Reporter—Journal's damage was trivial.

BRITAIN WOULD ARBITRATE.

Suggests to Cuba That Claims Be
Brought to Trial.

London, Nov. 18.—The British government has suggested to the government of Cuba that claims arising from the destruction of the property of British subjects during the Cuban war for independence be submitted to arbitration.

When you need a Pill

TAKE A
Brandreth's Pill
Entirely Vegetable.
FOR CONSTIPATION, BILIOUSNESS,
HEADACHE, DIZZINESS, INDIGESTION

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 automobilizing so much more satisfactory. It will make your car so much more salable if ever you wish to dispose of it.

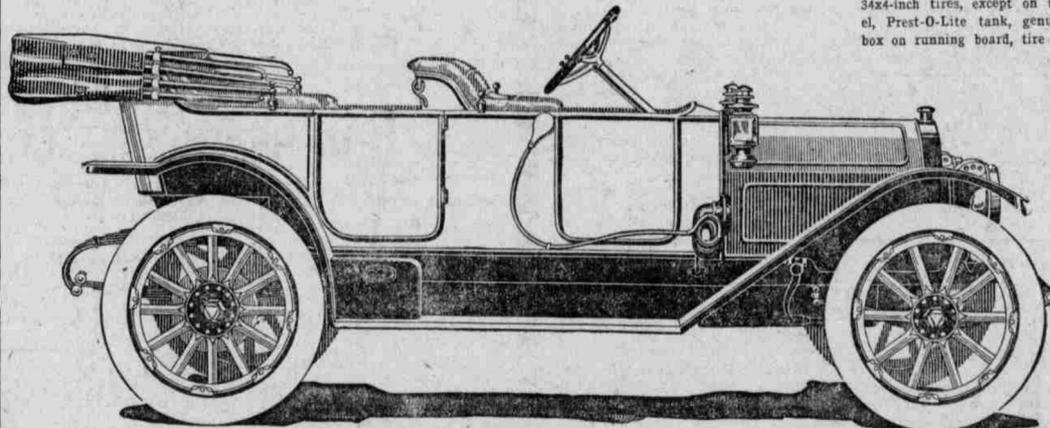
Still Greater Reasons For It's Being a HUDSON

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.



See the Triangle on the Radiator

Unless you are a judge of automobile values, you may not fully understand that accessibility 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 not been 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 34x4-inch tires, except on the Mile-a-Minute Roadster, which are 32x4 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—\$1,600, f. o. b. Detroit.

Palace Garage

Earl E. Parker, Prop.

308 North Main St., Barre, Vermont

TO MARK ALL PACKAGES.

Specialty Manufacturers' Association Favors
Mandatory Legislation.

New York, Nov. 18.—The American Specialty Manufacturers' association, whose members make most of the packages sold by grocers in this country, favor a uniform national law compelling manufacturers to print upon the outside of all packages the net weight amount. The report of the legislative committee to the members holding their annual convention here yesterday advocated the passage of the Stevens bill, which is to be considered at the next session of Congress, which proposes amend-

ments to the national pure food and drugs act making such labeling of packages mandatory, instead of optional. The legislative committee expressed regrets over its failure to have the New York legislature pass a net weight bill last year, but pointed out that success had been met in many other states, including Nevada, North Dakota, South Dakota, Nebraska, Wyoming, Florida and Connecticut. It is altogether likely, the committee reported, that this subject will be agitated in all or some of the states of Georgia, Louisiana, Massachusetts, New Jersey, Rhode Island, Vermont, Kentucky, Maryland, Mississippi, New York, South Carolina and Virginia, whose legislatures convene dur-

ing the present fiscal year of the association.

STEEL ROAD MEN CALLED.

Officials Summoned Before House Steel
Trust Investigating Committee.

Washington, Nov. 18.—Officials of the Duluth and Iron Mountain railroad and the Duluth, Mesaba & Northern railroad, the lines in the Lake Superior ore region owned by the steel trust, have been summoned to appear before the House committee of inquiry into the United States Steel corporation which resumes hearings next Monday.

FIND TWO LEPERS.

Physicians Say Women Are Victims of
Dread Disease.

Philadelphia, Nov. 18.—Two cases of leprosy were discovered in this city on Thursday. The first case, that of Mrs.



Becky Schelfman, aged 58 years, was diagnosed by the physicians of the Pennsylvania hospital. It is said that she is in the early stages of the disease. She has been in the country twenty years.

The other case, that of Mrs. Becky Foeder, aged 36 years, was reported by the physicians of the Orthopaedic hospital. She came to this country in 1906 and is said to be in an advanced stage of the disease. She is the mother of seven children, the oldest 15 years and the youngest nine months.

Both women were removed to the isolation ward of the Philadelphia hospital and a quarantine was established at their homes.

CHANLER IN PARIS.

Ostensibly to See Children; Suit by
Cavalieri Reported.

Paris, Nov. 18.—Robert Winthrop Chanler is here, ostensibly to visit his two children by his first wife, who live here. He is accompanied by his lawyer, Sidney Harris of New York, and neither will admit that their visit has any connection with Chanler's domestic difficulties with Lina Cavalieri. It is reported that Cavalieri has instituted suit for legal separation, but her lawyers will not discuss the matter. Chanler is expected to visit his children.