

gardens, canals, and several beautiful terraced gardens planned by Nur Mahal (the Queen for whom the beautiful Taj Mahal was built).

The river, the lake and the canals in summer are lined with house-boats. All business is transacted in small boats. The carved wood, rug, and embroidery shops overlook the river, and dozens of merchants give visitors no peace day or night, whether sight-seeing, picnicking, or resting. The Maharajah's palace with its gaudy colors; the old temples, once crowned with domes of gold or silver, but now tin-roofed with strips from John D's oil cans; the largest silk factory in the world, employing 5,000 within the factory, and 60,000 cocoon growers; a great carpet factory; an old museum; all these are of interest to the sight-seer.

I have mentioned the unfavorable impression one receives of the Kashmiri people. There is one encouragement. In a Mission School in Srinagar the Rev. Tyndall Biscoe has 1,400 boys—perhaps the most promising school in India. Here caste has been forgotten. Truth and honor and honesty prevail. One of the Boy Scout ideas had its origin here—Service without Pay. The boys do Social Service, fight Police corruption, learn to box, swim and row, and become all-round men. The Rev. Biscoe is admired in Kashmir because he has become a master of the people. He is hated by corrupt politicians, and the police, but even they respect him and his power. Dr. Neve, one of the finest surgeons in India, is in charge of a great Mission hospital there, and is loved and admired. The only hope for the Kashmiri people must be built on these two men and the men they are training. The Maharajah is a Hindu, and most of his people are Mohammedans. He is indifferent alike to their needs, and to the corruption which he knows exists in his Government. While we were in the Lidar Valley he came in his house-boat to Islamabad, to bathe in a sacred pool, four miles distant. It required 100 ponies, 250 pack ponies, and 350 coolies to get him over that four miles. If we may judge of his need of a bath by that of his subjects, it would require a considerable retinue to attend to his bath.

But all good things must end, and our good times ended sooner than we expected. We travelled back to the railroad by a different route to avoid a twenty-eight mile hill. For three days we travelled along the frontier, through terrific heat, desert sands and dry river beds. We avoided the long hill by climbing thirty-five miles of small hills. Our last stage we travelled by moonlight, and succeeded in catching our train only by the good fortune of a difference in train time. The rains had not yet broken on the plains, and we came back through the terrific desert heat of North India. But when we reached Allahabad the cooler weather preceding the rains came to our relief, thus removing the danger that lies in a return from the coolness of the hills to the heat of the plains.

E. M. MOFFAT,
Allahabad, August 1, 1912.

WEATHER REPORT.

Report of the weather for the week ending Sept. 4, 1912, at 6 o'clock p. m., showing highest and lowest temperature, also precipitation as compared with same period one year ago.

1912—			
Date	Max.	Min.	Prec.
29.....	80	65	.00
30.....	94	66	.00
31.....	96	72	.00
Sept.			
1.....	95	74	.00
2.....	94	73	.60 thunderstorm
3.....	87	67	.00
4.....	95	68	.00
Average—Maximum, 91.4 degrees; minimum, 69.3 degrees; total precipitation, 0.60 of an inch.			
1911—			
Date	Max.	Min.	Prec.
29.....	70	45	.00
30.....	76	45	.00
31.....	88	50	.00
Sept.			
1.....	72	55	.75
2.....	60	53	.20
3.....	83	52	.13
4.....	80	55	.09
Average—Maximum, 75.6 degrees; minimum, 50.7 degrees; total precipitation, 1.17 of an inch.			

The mean temperature for the month of August, 71.3 degrees, was 1.7 degrees below normal. The maximum, 98 degrees, was registered on the 18th; the minimum, 44 degrees, on the 4th; greatest daily range was 32 degrees, with a monthly range in temperature of 54 degrees. There was seven days of 90 degrees or over, all during the last half of the month. A total precipitation of 2.96 of an inch was 0.24 above normal. The greatest rainfall any one day was .89 of an inch on the 19th. Deficiency since January 1st, 1.81 of an inch. Rain fell on 13 days, 9 clear, 7 partly cloudy and 15 cloudy. Unseasonable high temperature has prevailed during the past week. A mean of 80.4 degrees was 7.4 degrees above an August normal, 12.9 above a September normal, and 17.2 degrees warmer than the corresponding week, 1911.

E. O. WELCH, Observer.

48 Engineers Built this HUDSON as a Four-Cylinder Masterpiece

Howard E. Coffin and his Specialists now offer the HUDSON "37"

IT IS HERE NOW---COME, SEE IT

These 48 Engineers---Gathered from Everywhere---Have Had a Hand in Designing Over 200,000 Cars of 97 Well-Known Makes

There are more high salaried, widely experienced automobile engineers on the HUDSON Engineering Board than in any similar organization in the world. At the head of this body—now 48 in number—is Howard E. Coffin, America's leading designer and builder of six famous cars.

No one disputes his pre-eminent position as the leader of automobile engineering progress.

His associates have been gathered from nearly every important automobile engineering organization of the world.

There are men on this Board who were the chief engineers of leading concerns. Every automobile building nation has its representatives here.

There are representatives from Germany, France, England and Italy, as well as from America.

Combined they have had a hand in building more than 200,000 cars of 97 well-known makes.

They are Specialists---Every One

No one man can ever hope to know as much about automobiles as these men, working in unison, know.

Each is stronger for being associated with so many other experts.

Each is a specialist. Each possesses a knowledge and an ability not possessed by his fellows.

In the same way that a base ball manager in building a strong team chooses specialists who excel at certain kinds of play—at pitching, catching, batting, and base running—so Howard E. Coffin, four years ago, set out to organize the strongest body of automobile engineers to be had.

The world was his field. If a man had shown that he could get more power out of a motor than any other man had been able to get, or if one proved he could simplify work others had more crudely begun, he was induced to join this organization.

Still, there are men here who know nothing about automobile chassis designing but who know everything about creating beautiful body lines. Some who know how to make comfortable seat cushions and backs with soft upholstery that will retain

their easy qualities and not break down, were added to the organization.

Never before in any other car was so much thought given to these important items of comfort. It is a dominating characteristic of the *New HUDSONS*.

Worked Two Years

The result of two years' work—the master work of all these men—is shown in the *New HUDSON* cars.

As the experimental cars were completed, they were sent with a corps of experts and drivers who knew all road conditions, over every imaginable kind of road.

The cars were tried out last winter over roads practically impassable to other vehicles. Snow and mud and the worst weather did not interrupt these tests.

Officers of the company rode on these test trips. They demanded more emphatically than any owner can ever demand, that the quality of the *New HUDSON* cars should be thoroughly known to them.

The Allegheny mountains became our testing ground.

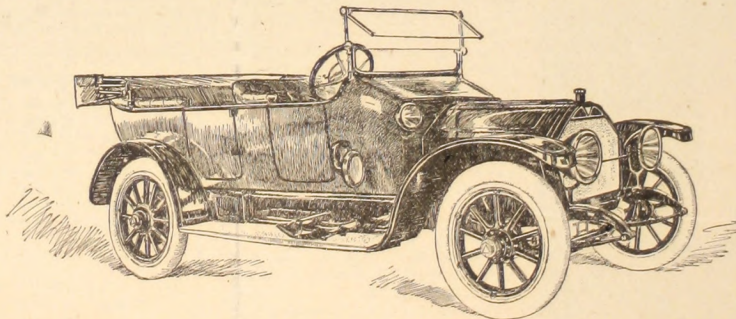
No road was too rough, too steep, too dangerous or too long for these cars to be driven over at maximum speed.

A driver—winner of many road races in America and abroad—who knows no fear—drove at top speed up rough mountain paths, through bottomless roads of mire and over every conceivable surface that a vehicle can be sent, to prove that the car has the stamina, the power and the comfort to do the work and do it with minimum fatigue to the passengers.

Consider the Stake

In reading the claims which are made for this car, consider how much is at stake on it.

The HUDSON Company has millions at stake. The future of the HUDSON will depend entirely on this car's performance.



Electric Self-Cranking---Electrically Lighted

Electric Self-Cranking. Automatic. Will turn over motor 30 minutes. Free from complications. Simple. Positively effective.

Electric Lights. Brilliant head lights. Side lights. Tail lamp. Illuminated dash. Extensive lamp for night work about car. All operated by handy switch on dash.

Ignition. Integral with electric cranking and electric lighting equipment. Gives magneto spark. Known as Delco Patented System, the most effective, efficient yet produced.

Speedometer. Clock, illuminated face. Magnetic construction. Jeweled bearings. Registers up to 60 miles an hour. Eight-day keyless clock.

Windshield. Rain vision and ventilating. Not a makeshift. Not an attachment. A part of the body.

Upholstering. Sofa type. Highest development of automobile upholstery. Soft, flexible, resilient. Comfortable positions. Hand-buffed leather—the best to be had. 12 inches deep.

Horn. Bulb type. Concealed tubing.

Demountable Rims. Latest type. Light. Easily removed. Carry 36 in. x 4 in. Pisk tires—heavy car type. **Extra Rim.**

Top. Genuine mohair. Graceful lines. Well fitted. Storm curtains. Dust envelope.

Bodies. Note illustration. Deep, low, wide and comfortable. You sit in the car—not on it. High backs. Graceful lines. All finished according to best

coach painting practices. 21 coats—varnish and color. Nickel trimmings throughout.

Gasoline Tank. Gasoline is carried in tank at rear of car. Simple, effective, with two pound pressure. Keeps constant supply in carburetor either going up or down hill. Magnetic gasoline gauge constantly indicates gasoline level.

Wheels. Extra strong. Artillery type. Ten spokes in front wheel. Ten hub flange bolts. Twelve spokes in rear wheel. Six hub flange bolts. Six spoke bolts.

Bearings. All roller bearings. Thoroughly tested. Latest type.

Rear Axle. Pressed steel. Full adjustable, full floating. Large bearings.

Heat treated nickel steel shafts. Easily disassembled, an item which indicates the simplicity and get-at-ability of the entire car.

Models and Price. Five Passenger Touring, Five Passenger Torpedo, Two Passenger Roadster—\$1875, f. o. b. Detroit. One price to all—everywhere.

Simplicity. The HUDSON standard of simplicity is maintained. Every detail is accessible. There is no unnecessary weight. All oiling places are convenient. There are but two grease cups on the motor. Every unit is so designed that it can be quickly and easily disassembled. Think what an advance this is over even the previous HUDSON—the "33"—the "Car with 1000 less parts."

We are now demonstrating this HUDSON "37." Before a single car was shown HUDSON dealers had booked orders on which deposits were paid for approximately 1000 cars. All wanted for early delivery. You should act at once.

FERGUSON MOTOR SALES CO.

Dwight

Phone 96

Illinois