

**All This From 11 A. M. to 11 P. M.**  
**WEEK**  
 TAKE ANY CAR GOING NORTH TO  
**Kelker Street Hall**  
 The only perfectly equipped exhibition hall in this city with a level floor space large enough to hold the mammoth display of the

**Souvenir to Each Lady** **Biggest and Best Auto Show Ever Held in This City** **Orchestra Concerts and Dancing**

**1915 Ford Car Will Be Given Away**  
 SEE THE DECORATIONS **ADMISSION 25c** SEE THE ELECTRIC DISPLAY

This show is under the personal direction of B. R. Johnson who originated and managed the first auto show in this city in 1910 in the above hall and at the Rex garage in 1911.

**SUFFRAGISTS BUSY PLANNING CAMPAIGN**

[Continued from First Page.]

error and the next move is to place it before the voters.

By a vote of 27 yeas to 11 nays, the resolution proposing the woman suffrage amendment to the Pennsylvania Constitution was passed finally by the Senate last night. The issue now goes to the voters of the State for decision at the next general election.

The passage of the resolution was hailed by the greatest demonstration that has marked the session up to this time. The Senate gallery, the aisles, and even the sacred carpet whereon the senators sit were crowded with women, most of them suffragists. Everywhere the yellow colors and yellow flowers were seen. The women beneath the face of fair women. Here and there, not at all in such abundance, were the red roses of the anti-suffragists.

Leutenant Governor McClain in the chair wore one of the yellow flowers, and when, just after the demonstration following the announcement of the vote, one of the Senators opposed to the resolution complained about the "noise," Mr. McClain's answer was: "Don't you know it is night?"

A significant point in the arguments of those Republicans who opposed the amendment was that the members of the Legislature were nominated before the Republican platform containing the suffrage pledge had been adopted. The question, therefore, at once arose whether or not the same argument would not be used against other platform pledges.

Senator Crow, Republican State chairman, who opposed the resolution two years ago, opened in its favor last night, citing the party pledge. He was seconded by Senators Martin and Hilton also spoke in favor. Senator Beidleman spoke against the resolution, reiterating his view that the people of the State and of his district in particular were against suffrage. He said he felt it his duty to vote as he did out of regard for the sentiment of his constituents. He thought nine-tenths of the members would vote as he did had they made as careful an inquiry as he had. He said members elected last November were nominated before the State Republican platform was adopted and therefore not strictly bound by it. The amendment, of course, also spoke in opposition.

Many Senators like McNichol, of Philadelphia, believe the amendment stands no chance this Fall. Senator Crow in his address emphasized this when he said:

"A vote here to support the resolution does not mean that members of the Legislature intend to support the resolution at the polls."

The vote in favor was:

Clark	McKee, W. C.
Croft	Moore
Crowe	Patten
Dals	Phippis
Enslie	Spis
Farley	Schantz
Geyer	Schmense
Hilton	Smith, R. E.
Hindman	Smith, W. W.
Hoke	Stewart
Homsier	Snyder, P. W.
Jenkins	Sprout
Kurtz	Stewart
Lynch	Tompkins
Macee, C. J.	Vare
McConnell	Wasber

Those opposed were:

Kline	Gerberich
Beidleman	Hackett
Buckman	McNichol
Burke	Shank
Catlin	Thompson
Dewitt	

Mrs. Horace Brock, president of the Pennsylvania Association Opposed to Woman Suffrage, commented on the Legislature's action:

The anti-suffragists of Pennsylvania are entirely satisfied with the decision of the Legislature to submit woman suffrage to the voters.

"Having made a careful survey of the State during the last two years and having studied the national tendency toward economy, efficiency and conservation, illustrated by the rejection of woman suffrage by eleven States since 1901, I believe the result in November, after which women will be able to resume their normal life and civic activities, which have been most seriously interfered with by this agitation or 'votes for women.'"

**International Has Jitney Service For Visitors**

The International motor truck department are having an independent exhibit in their new headquarters, 619 Walnut street, Erie, Pa., for the benefit of visitors to their headquarters at both automobile shows is a courtesy extended from the 13th to the 20th, inclusive.

C. J. Stevens, manager of the International motor truck department, announces that for the benefit of International truck owners they have established a jitney service station, which will be at the command of all International truck owners, no matter how old their trucks may be.

This supply house will carry an abundant line of motor trucks of the popular sizes, also a complete line of truck parts, thus saving valuable time and extra expense to their hundreds of patrons. These vital features, together with the reliability of the manufacturing company and the sales agency back of it, speak for the permanent value of the International motor truck department.

Merchants can no more disregard the advantages of the motor truck than their daily papers and telephones. Business men now recognize the fact that new trade is necessary and horse and wagon delivery will limit them to a restricted territory and volume.

The motor truck permits a large expansion of trade and the International is constantly making deliveries to progressive firms who believe in trade expansion.

The smaller firms formerly held to the idea that the motor truck was only practical for the larger concerns, but have now broadened their views, lost that business timidity and are purchasing trucks as a matter of economy and business expansion.

The many up-to-date features of the new 1915 models of International motor trucks are both interesting and pleasing to the many visitors and purchasers now calling at the International motor truck department, 619 Walnut street, Harrisburg, Pa.

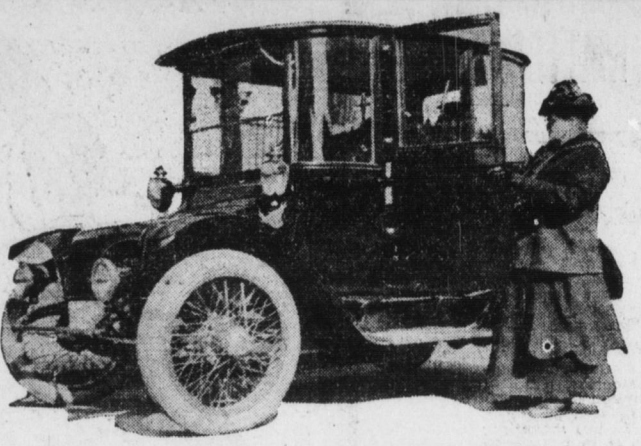
**Gear Ratio of Hudson Is Nearest Perfection**

Chief Engineer G. G. Behn, of the Hudson, likes to take on technical topics. But he has a way of investing them with a simplicity and clearness that makes these dry subjects attractive to any motor car enthusiast. Most buyers know very little on the feature of gear ratio, and yet it is vital. Mr. Behn says, to real motor car satisfaction.

A twenty horse power truck motor can pull a huge load up a pretty stiff grade, and do it at a fair speed. It does it, however, very noisily and with excessive vibration. Some people think that they would like to have low power motor of this kind in their car, and have an idea that they would then gain fuel economy, and yet have plenty of power. Mr. Behn shows how this idea is a fallacy because the motor would require to turn over at such a tremendous rate in order to gain driving wheel speed, that it would not be satisfactory for a pleasure car.

On the other hand, a motor that is geared too high does not produce satisfaction because it must turn over at a very powerful motor in order to overcome the high gear ratio. There is an ideal in this, as in all automobile designing. A moderate gear ratio makes the ideal car for a pleasure car. It gives excellent power on hills and under difficult road conditions, and yet it is sufficiently high so that the motor operates pleasantly, and without vibration or noise. Very low gear ratios, because of tremendous speed, are apt to prove unpleasant and costly, speeds of thirty miles per hour and over.

**DETROIT ELECTRIC**



East End Auto Company, 13th and Walnut Streets.

**Trucks in War Prove Their Worth to Commerce**

"Broddingsnagians of Battle and of Business" is the title of a livewire bulletin now being issued by the Packard Motor Car Company. It contains a thought for American businessmen: Gasoline is greater than gunpowder. Twentieth century war demands the power of high explosives put into harness.

Never was an engine of war subjected to such tests as the motor truck in Europe. That the engine in this case was taken from the humdrum commercial field intensifies the triumph. Truly, the great war will go down as the automobile armageddon.

Trains of motor trucks are the chief means of transport. They carry food for the men and food for the cannon. They carry also the cannon.

By their faith in the motor truck, the captains of war have shamed the lesser faith of many captains of industry.

When the Germans poured across Belgium, one saw a soldier, baker, shop, forge and cobbler shop setting a pace which would have ditched Sherman's Atlantic Mule Express, the old time record holder as a war special.

Compared to these massive steel carriers, Hannibal's elephantine transports were puny things. They were good in their day but a bigger day has dawned.

On the present crazy-quilt contour of cramped old Europe, where to-day's trench is traded to-morrow, railroads do not stand out. What you don't fear in your retreat, the enemy destroys. Bridges and tunnels are dynamited, embankments effaced, rails warped and terminals razed.

The motor truck has opened up American motor trucks. How did they respond?

The Department of Commerce shows that truck shipments have averaged 21,000 tons a month since last Fall. More trucks have been shipped in thirty days than were shipped during the whole of 1913.

It is a war on wheels. Trucks brought up the "Jack Johnsons" that "golumpused" the forts at Liege, Matignies and Namur. Gallie's motor of 70,000 men from Paris to Meaux, thirty miles, in six hours when he heard Von Kluck knocking at the outer gates of the French capital. Thirty thousand motor trucks are doing the amazing mobility of the Kaiser's forces in the eastern theater of war.

In the rear, in the van, rushing ammunition to the front, the cannon, hurrying the thousands of wounded to the base hospitals, the truck has traveled over good, bad, worse and even no roads in every plague of weather.

In the destructive work of wartime, the motor truck is no longer on trial. How long will the generals in the constructive work of commerce cling to their time-worn methods of hauling?

To-day in Europe, the tramp, tramp, tramp—what there is of it, is lost in the putt, putt, putt of the "lorries."

The motor truck has even muffled the drums of war. Along with the rifle, the drum has passed to the museums. The pulse of the gasoline motor is the only soul ignition the fighter of to-day asks or can hear.

The motor truck carries the superior force to the point of contact.

What the motor truck has done in a few months in war, it is certain to do more gradually in the more peaceful contests of business. Never before was the motor truck so full of interest for men who are on speaking terms with opportunity.

**Local Reo Agency Reports Excellent Business**

The wonderful popularity of the Reo line of automobiles made by one of the greatest manufacturers in the United States, has been very forcibly demonstrated by the quantity of cars that the local representative, the Harrisburg Automobile Company, have been handling in the last year. One hundred and fifty-seven cars were delivered in this territory during the season of 1914, which was considered a very good year's business. The 1915 business is still far more gratifying to the Reo Company, and up to the present time George G. McFarland, of the Harrisburg Automobile Company, has delivered to his customers 140 Reo cars with four carloads on the road for immediate delivery. A total of 212 orders have been taken for delivery up until the first part of April. In addition to this business they have stored fifty-one cars in S. E. Romberger's storage warehouse in South Tenth street. These stored summer months for late buyers and summer months for late buyers and were stored by this enterprising firm, who knew very well that they would not be able to get enough cars during the summer months to supply the demand for this most popular car. The popularity of the car has grown in leaps and bounds. Reo owners find they can drive their cars over all kinds of roads the year around, 10,000 miles at an average cost of between 2 and 3 cents a mile for all expenses outside of washing and storing, that the car is always ready to go. When it needs repairing it is so constructed that a repair bill is of a most moderate amount. The Harrisburg Automobile Company keeps on hand at all times a large quantity of parts and is in position to supply Reo owners instantly with what they want, even on cars that were made in 1907 and 1908. They practically have a factory branch at their establishment at Third and Hamilton streets.

**Valve-in-head Motors Have Won Many Races**

The new Buick six-cylinder roadster is the car that attracted so much attention at the New York and Philadelphia shows. All of them the company will manufacture have already been disposed of to the different dealers.

The motor is the most expensive single factor in the construction of to-day's automobile, representing in round numbers one-quarter of the cost of the finished product. It must be absolutely dependable, or your motor car is worthless. Wherever power and endurance are the most needed, the valve-in-head motors are found efficient. Every winner in the American speed and endurance classes at Indianapolis, and the European classic, the Grand Prix in France, used valve-in-head motor cars. The leading builders of motors for aeroplanes, submarines and marine engines unhesitatingly adopt valve-in-head motors, although they cost more to build. Buick cars still hold the twenty and fifty-mile world's speed records and more A. A. official speed records than any car but one. Buick cars have won the most recent reliability tests—the 1914 three thousand mile tour of France, the most strenuous test ever staged by France; the latest Wisconsin economy reliability run, the most strenuous test from the standpoint of technical examinations to which automobiles have ever been subjected in this country, and the fourth Wisconsin economy reliability tour, repeating a previous victory in this run and averaging 24.8 miles per gallon of gasoline.

Buick valve-in-head motors have won more than 200 climbing, speed, reliability, economy and endurance contests, more than any other make, regardless of price.

**RESULTS TELL There Can Be No Doubt About the Results in Harrisburg**

Results tell the tale. All doubt is removed. The testimony of a Harrisburg citizen.

Can be easily investigated. What better proof can be had? Mrs. William Shearer, 314 Nectarine street, Harrisburg, says: "One of the family suffered from sharp, shooting pains through the small of his back. A feeling of languor clung to him and he had dizzy spells. On a friend's advice he got a box of Doan's Kidney Pills and he felt better at once after passing them. The pains through his back left, the tired feeling went away and his health improved. As soon as I get a pain in my back I take a few doses of Doan's Kidney Pills and they never fail to give me relief. I still hold as high an opinion of them now as when I publicly endorsed them."

Price 50c. at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Shearer recommends. Foster-Milburn Co., Props., Buffalo, N. Y.—Advertisement.

**THE \$740 GULLMAN An Instant Success**

This wonderful big value, low cost car received unprecedented attention for a newcomer at other shows. The public were surprised to find a car of 4-cylinder, 3 3/4 stroke, 25 to 30 H. P.; unit power plant; full cantilever rear springs; beautiful streamline body; for 5 passengers; 110-inch wheelbase; electric lighting and starting system; complete equipment—all for \$740. f. o. b., York, Pa.

**JEFFERY**

THE JEFFERY FOUR, the car which introduced the European high speed, high-efficiency motor into America, \$1,450.

THE JEFFERY CHESTERFIELD SIX, with worm drive rear axle, an exclusive feature, contributes no less operation so striven for by manufacturers of electric vehicles, \$1,650.

THE JEFFERY "BIG SIX," Chesterfield body, 7-passenger, for the man who wants a larger car, \$2,400.

JEFFERY TRUCKS, 300 and \$1,650. Chassis, \$1,250.

JEFFERY QUAD (4-wheel drive) Truck, \$2,750.

**VIM DELIVERY**

Made by the second largest producers of trucks in America. This great achievement has been accomplished in a year through the wonderful value built into every inch of this light delivery car. Capacity 1,000 pounds. Made of standard parts, that are world-famous. This truck has the "get there" qualities that will deliver the goods. \$655. f. o. b., Philadelphia.

Motor Vehicle Values for Every Price and Purpose.

**BENTZ-LANDIS AUTO COMPANY, Distributors**

1808 Logan Street, Harrisburg, Penna.

**HUDSON Six-40 1550**  
 7-Passenger Phaeton 3-Passenger Roadster

**Its Supremacy Shows In Its Utter Refinement**

Any man who investigates will concede to the HUDSON the class place among Light Sixes. Its supremacy is too apparent to be questioned. It shows in every detail, in finish, in equipment. Our whole engineering force, headed by Howard E. Coffin, has devoted for years to this model. So every feature, big and small, shows the final touch.

But the all-important fact is that the HUDSON Six-40 is the proved-out car of this popular type. Over 10,000 cars—last year's model and this year's—have been tested in owners' hands. They have run for some 25 million miles without bringing out a single fault or shortcoming. This model now has 10,000 endorsers among men who know it well. Some of those men are near you.

**Your Questions**

We have saved in this Light Six some 1,000 pounds. We have used new and better materials. We have equipped it with a new-type high-speed motor. We have reduced operative cost about 30 per cent. We have cut tire cost in two. Now you want to know how these radical changes affect what a car can do and stand. The HUDSON Six-40 has 10,000 answers to every question of this kind. All those questions have yet to be answered in a car that copies this.

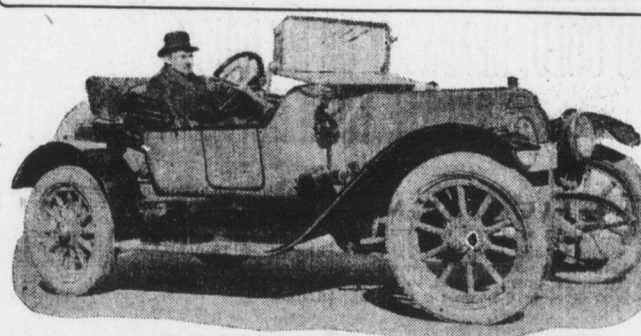
The HUDSON Six-40, in its beauty and completeness, will appeal to your pride of ownership. Its records will appeal to your judgment. And Hudson service—the best in America—will appeal to your wish to have a car kept at its best. Let us demonstrate them all.

HUDSON MOTOR CAR CO., Detroit, Mich.

**I. W. DILL, Harrisburg, Pa.**

At the Sixth Annual Auto Show, Arena, Rex Building

**1915 STUTZ ROADSTER**



Waldron Motor Car Co., Distributors, 420 N. Third Street

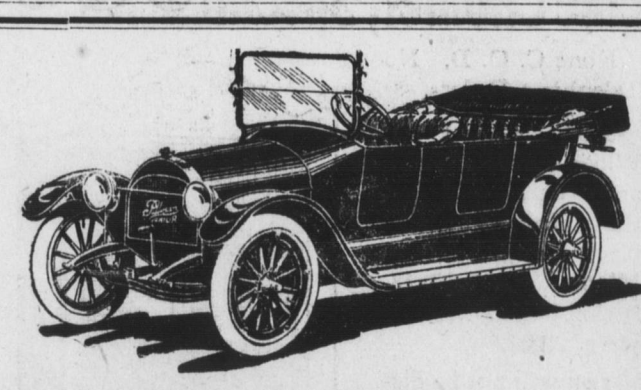
**PAIGE**  
 4 "30" 5-Passenger Touring..... \$1075  
 6-40 7-Passenger Touring..... \$1395  
 F. O. B. Detroit

**See Them at the Arena The Sixth Annual Automobile Show RIVERSIDE GARAGE**

BELL PHONE 3741R REAR 1417 NORTH FRONT ST. GEORGE R. BENTLEY, Proprietor

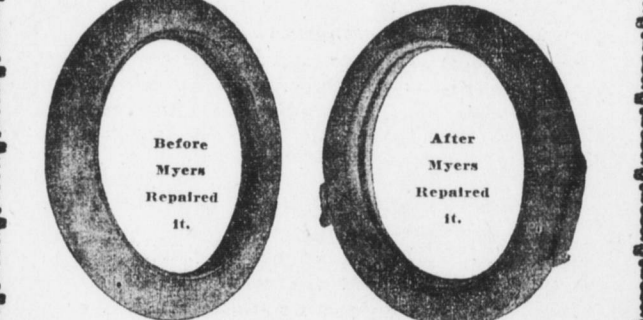
**HAYNES** America's Greatest Light Six \$1485  
 A Light Six That's Different  
 Be Sure and See It at THE AUTO SHOW  
 KELKER STREET HALL  
 Phone 724

**ROBERTS & HOIN**  
 Salesroom, 334 Chestnut St., Harrisburg, Pa.



**MYERS, THE TIRE MAN**

DISTRIBUTORS FOR UNITED STATES AND GOOD-YEAR SOLID AND PNEUMATIC TIRES



Tire repairing of all kinds. Located in new building equipped with latest improved machinery. Have ample and every facility to take care of autoists' needs in most approved fashion.

**Cameron and Mulberry Streets**

**Who When**  
 WILL HAVE THE AGENCY? WILL THE CAR BE HERE?

**FRANKLIN**  
 100 MILES ON LOW GEAR  
 By 116 Franklin 6-30 Models in One Day

**AUTO Radiators, Lamps, and Windshields**  
 Repaired, Replated & Enameled  
**The Nuss Mfg. Co.**  
 Harrisburg, Pa.