

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.]

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

By a vote of 71 ayes 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 coming Fall 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 flowers and low flowers of the suffragists shone beneath the face of fair women. Here and there, not at all such abundance, were the red roses of the anti-suffragists.

Lieutenant 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 this is ladies' 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 Republic's 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 his favor last night, citing the party pledges. He was seconded by Senator Vare. Senators Martin and Hilton also spoke in favor. Senator Beldeman spoke against the resolution, reiterating his view that the people of the State and of his district in particular were against it. He said he felt it his duty to vote as he did out of regard for the sentiment of his constituents. Though only a few 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. Senator Thompson, of Beaver, also spoke in opposition.

Many Senators, however, 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 the anti-suffragists are obliged to support the resolution at the polls."

- The vote in favor of the amendment was:
- Clark McKee, W. C.
 - Croft Moore
 - Crowe Patton
 - Daix Phipps
 - Ensley Salus
 - Farley Schantz
 - WARRI Semmens
 - Gyger Senesch
 - Hilton Smith, W. W.
 - Hindman Smith, C. A.
 - Hoke Snyder, P. W.
 - Hombarger Sprout
 - Jenkins Stewart
 - Kurtz Tompkins
 - Leach Vare
 - Magee, C. J. Warner
 - Martin Wasbers
 - McConnell

Those opposed were:

- Kline Gerberich
- Beldeman
- Buckman McNichol
- Burke Sones
- Callin Thompson
- LeSwell

Mrs. Horace Brock, president of the Pennsylvania Association Opposed to Woman Suffrage, commented thus 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 November 1, 1914, we have no fear for the result in November, after which women will be able to resume their normal life and charitable 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. Free transportation to visitors from their headquarters to both automobile shows is a convenience 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 complete 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 permanency of the International motor truck department.

Merchants can no more disregard the necessities of the motor truck than their daily papers and telephones. Business firms 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.

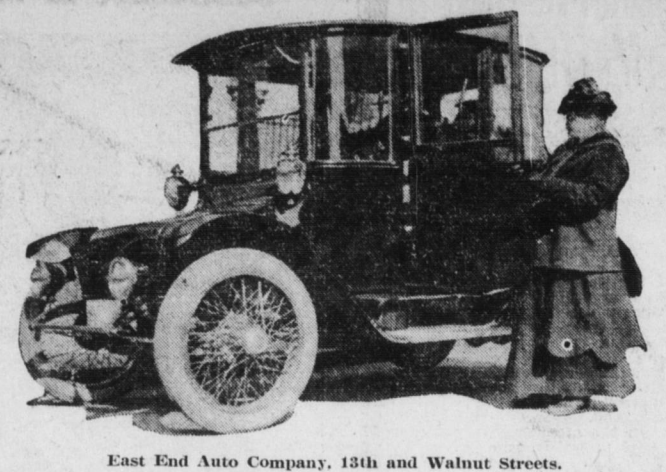
Gear Ratio of Hudson Is Nearest Perfection

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 fast 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 of necessity have 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 at 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

"Broodingnagians 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 into the arena of 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.

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 in their 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.

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 my 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 using them. The pains through his back left, the tired feeling went away and his health improved. As soon as I got 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."

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 these 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 the automobile, representing in round numbers one-quarter of the cost of the finished product. It must be unobtainable, or your motor car is worthless. Wherever power and endurance are 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 race of France, the most strenuous test ever staged by France; the latest New York 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 500 hill climbing, speed, reliability, economy and endurance contests, more than any other make, regardless of price.

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THE \$740

JULLMAN

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 bore by 4 1/4 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 that noiseless operation so desired for 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, \$1,300 and \$1,650, chassis.

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

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.

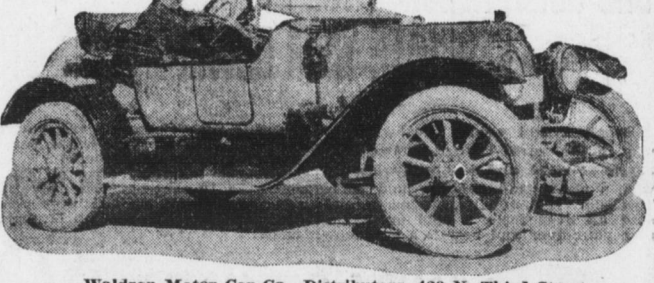
The HUDSON Six-40, in its beauty and completeness, will appeal to your pride of ownership. Its records will appeal to your judgment. And Hudson service—the best in America—will appeal to your wish to have a car kept at its best. Let us demonstrate them all.

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 "36" 5-Passenger Touring..... \$1075
6-46 7-Passenger Touring..... \$1395

F. O. B. Detroit

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

BELL PHONE 3731R
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.

Maxwell

For a long time you have been promising yourself a look at the 1915 Maxwell.

Now, during the Automobile Show, is the time.

All of the mechanical features on which the superiority of the Maxwell is based are shown by means of a cut-out chassis.

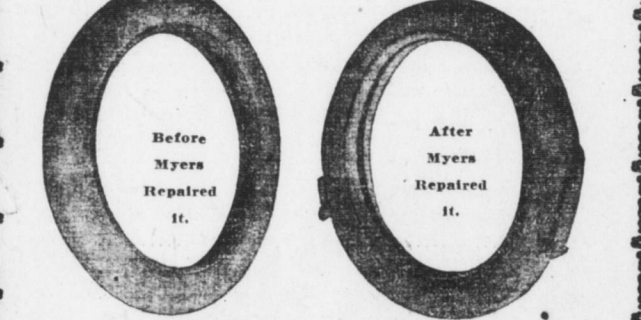
See the 1915 Maxwell cars without fail.

At the Biggest and Best Auto Show.

KELKER STREET HALL
E. W. SHANK
Distributor 334 Chestnut St.

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

FRANKLIN

100 MILES ON LOW GEAR

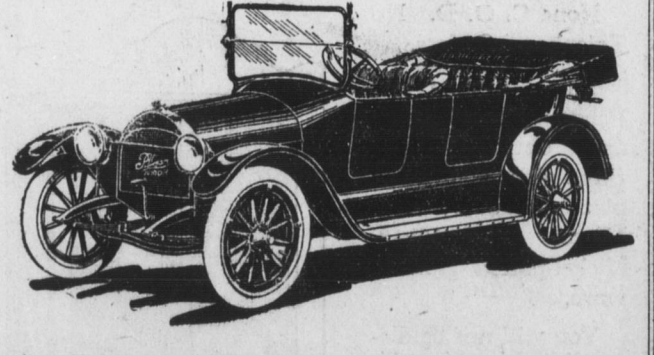
By 116 Franklin 6-30 Models in One Day

AUTO

Radiators, Lamps, and Windshields

Repaired, Replated & Enamelled

The Nuss Mfg. Co.
Harrisburg, Pa.



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.

Capital City Auto Show, Kelker Street Hall.

BENTZ-LANDIS AUTO COMPANY, Distributors

1808 Logan Street, Harrisburg, Penna.