

# FRENCH FOUND THEMSELVES AT BATTLE OF MARNE; BRITISH COURAGE SAVED PARIS; GERMAN EFFICIENCY AMAZES THE WORLD

**Spectre of 1870 Lifted From France When Joffre Hurlled Invader Back.**

By WILLIAM PHILIP SIMMS  
These articles are the second of the comprehensive review of the first year of the war. They will be continued every day during the week.

PARIS, July 27.—The Great Doubt has been lifted from the heart of France. The accomplishment of this was the greatest deed of French arms in all the year of Armageddon which began a year ago this week. In history the feat will be known as the victory of the Battle of the Marne.

Not only did this victory probably decide the fate of France geographically, but its influence upon the spirit of the country was, and still is, incalculable. For notwithstanding the "solidarity" accomplished instantly and spontaneously on August 1, the day the general mobilization order was posted, a great doubt weighed like lead on the hearts of those who marched away singing as well as those who stayed behind and wept.

Everybody remembers 1870. The old remembered the swift defeat in the Franco-Prussian War and the horrible nightmare of blunders. The young had heard the story time and again. The French in 1870 were totally unprepared for war, were badly equipped and badly led. Their plans lacked cohesion. Generals fought independently one of the other. Treason was laid at the door of one, and altogether it was a terrible mess, in which the poor soldiers never had the slightest chance notwithstanding a courage which wrung from even the Prussians the exclamation: "Oh, what brave fellows!"

**HEAVY HEARTS.**  
So last August when the soldiers started for the war each one bore in his heart a burden heavier than the knapsack on his back: Would history repeat itself? Would 1914 be another 1870? Was France better prepared this time? Would she be better led? Were her generals equal to the great task ahead? If not, then?

The troops dared not let their minds run beyond this point. Individually the most intelligent soldiers in the world, they have the other curse and blessing of civilization, an imagination; so they sang and quit thinking; they joked with one another, never admitting even to themselves—let alone to their companions—that the doubt was there.

Back home the hearts of mothers, fathers, wives, sisters and sweethearts were troubled by the same unexpressed dread lest 1914 prove another 1870. And if such should prove to be the case—

"They, too, smiled and talked cheerfully of a new and irresistible France. All knew, those who remained waiting as well as those who went to war, that for 44 years Germany had been living, eating, sleeping, drinking, dreaming war, and that this war had come. What about France? Who was General Joffre? Who were the other generals? Newspapers had but recently decided that France was unprepared; was this true? And all went on being troubled in secret lest France should again prove unready.

After vague news reached Paris that General Joffre was in retreat from Charleroi, the 1870 bugaboo loomed bigger and bigger. Maubeuge was invested; Lille was occupied. Then there came silent, heavy days, without any real news. The Government moved to Bordeaux; the Germans were now in Maubeuge, Compiègne, Soissons, Rheims, Chalons, Epernay, Lunéville, Verdun and Nancy were seriously menaced. Paris, it seemed, was doomed and Uhlans were reported to be at the gates. The worst fears of soldiers and homebodies seemed realized. It looked like another 1870, only worse.

**NO PANIC.**  
Still there was no panic. There was the exodus of thousands of persons who objected to living in Paris during a German occupation, but the city was calm. France's "sacred union" held firm. But the doubt instilled into the mind of France by 1870 was there, galling and real. The people could not know that General Joffre was later to be called a genius. They could only wonder if his retreat was strategy or incompetency. The censorship was strict and they had few facts to base opinion on. They did not know the battle of the Marne was being fought nor that Joffre had performed, by winning a victory there, a sort of eighth wonder of the world. Yet this was true. Henceforth, whatever may happen to the French soldier, he will refuse to be discouraged. He can advance, retreat or doggedly hold what he has won, any or all, with tenacity and good cheer. He has faith in his officers and faith in himself. He knows the war may be long, but he grins and grins his teeth: "We'll get 'em, at last!" he says.

The ghost of 1870 has been laid.

**BOY SCOUTS ARE BUSY WITH EXAMINATIONS**

First-Class Tests will be Conducted at Their Headquarters tonight.

The summer season, vacation time for most persons, is a period of study for the Boy Scouts. Examinations are coming thick and fast. First class tests will be conducted at headquarters, 4th and Chestnut streets, tonight at 8 o'clock by Field Commissioner Merrill and Scoutmasters MacGauhey and Thomas. Tests for the swimming merit badge will be held under Commissioner Merrill and Scoutmaster A. G. Steer, at the Central Y. M. C. A. next Friday evening. Four scouts passed the outdoor tests for the first-class badge at Cobbs Creek Park Saturday.

The scouts and subjects are Edward Daly, of Troop 141, cooking, signaling and judging. Earle Hyman, Troop 141, cooking and nature study. G. McLaughlin, Troop 141, cooking, signaling, hiking, map reading and drawing, handicraft and judging. William James, Troop 141, nature study. Several members of Troop 141 (Scoutmaster Rolston) will go to Treasure Island, the summer camp, Saturday. Four members of Troop 141 (Scoutmaster Taylor) will begin a hike to the camp from Tacony at midnight Friday. They will be in charge of Assistant Scoutmaster Kealey. Several members of Troop 141 (Scoutmaster Westwood) will return for "more camp."

**Razor Blades Re-Sharpened**  
By our improved mechanical method. Your own blades, sharpened to single edge, 50¢; double edge, 75¢. Star, 150¢; Gillette, 200¢. Write for special mailing device. Re-sharpening Razor Blade Co., 3111 Germantown ave., Phila.

**Tents—Flags—Awings**  
D. C. HUMPHREYS CO.  
1212-23 FILBERT ST.

**Small British Army Stands Fast and Holds Off Kaiser From Calais.**

By ED L. KEEN

LONDON, July 27.—After a year at war the British Empire has somewhat less than 750,000 troops in the field; its allies have approximately 1,000,000. The British front in the western theatre is about 40 miles in length; the lines of the other Allies east and west, including Serbia and Montenegro, cover some 1,000 miles. At the ratio of troops employed is 1 to 14 and the ratio of mileage is 1 to 46, there appears to be some justification for the complaints recently made—quite unofficially, of course—both in France and Russia that England is not doing her share of the work.

But the question as to whether England is fulfilling her obligations should be considered in the light of her promises. On this basis she has delivered more than was specified in the contract. There were two clauses in the secret agreement made with France long before the war started. England would take care of the seas. She would send an expeditionary force to France of 120,000 men.

**STILL SENDING MEN.**  
That's all there was to it. She has carried out the first clause to the letter; she has sent nearly six times as many men to the firing line as she bargained for, and she is still sending them as fast as they can be trained.

Only the other day the Temps, of Paris, in an obviously inspired editorial commenting on recent tributes paid to France by the British press, made these significant remarks: "Frankness should be mutual. If on the land the support of our British allies is still only limited, we must not forget that on the sea it is they who have had much the heaviest task. If at the beginning of the war we were able to complete the equipment of our army with a rapidity which was not one of the German staff's least surprises, we owe it to the fleet which rendered us masters of the seas." The Temps then limits that to this capital support on the sea the British Empire has brought its industrial and financial resources, "while its military effort on land has really surpassed all forecasts." There probably always will be some difference of opinion as to whether it was British valor or German blundering that saved Paris in the early days of the war. Perhaps it was the latter. Anyhow, Paris was saved, and Britishers at least, always will give the lion's share of the credit to Field Marshal French, his generals and his soldiers. But even if the salvation of Paris was not due to the British, there is no question that they, and they alone, saved Calais and the other Channel ports. Of course, in accomplishing this England has done herself a greater service than she has the French.

**AFTER CALAIS.**  
Since the failure of the Paris attack, Germany's main effort has been concentrated in the direction of Calais, and that is the reason why, until he has received sufficient reinforcements, General French will be unable to extend his front. The fate of the British Empire rests upon the holding of those 40 miles. All idea of the "big spring drive" upon which the military writers had fed the imagination of the British public for months was abandoned at Neuve Chapelle, when, at the cost of 33,000 men, the British barely made a dent in the German line of highly fortified trenches. In what was accomplished the Neuve Chapelle offensive was in a sense a victory; in what it failed to do, it was a defeat—for Lille was the objective, and the Germans are still firmly planted in Lille.

Then, after the second battle of Ypres, in which the Germans first used asphyxiating gases, came the battle of La Bassee. This showed the British public why the "big drive" had become impossible. The British and French troops were to make a joint advance after a preliminary bombardment for three hours of the German trenches and the field of wire entanglement intervening. In that time the French fired nearly 200,000 high-explosive projectiles; in one hour the British had exhausted their supply of 25,000 high explosives, and the rest of the time used shrapnel. Result: The French infantry advanced two miles into trenches that had been practically cleared, with a loss of only 200; the British lost 15,000 men in attempting to take trenches that hadn't been cleared.

**STARTED SCANDAL.**  
A newspaperman witnessed this battle. He told the public, through the medium of the London Times, the reason why the British had failed, starting the scandal that disrupted the British Liberal Cabinet, caused the formation of a coalition ministry, sheared Lord Kitchener's wings and created the new Department of Munitions, with Lloyd-George at its head.

Somebody had blundered, Lord Northcliffe's newspapers fastened responsibility on Kitchener. While giving him due credit for his magnificent work in raising, organizing and training the largest volunteer army the world has ever seen, they charged him with neglecting the one thing upon which any possible hope of British success on land could be based—an adequate supply of high-explosive shells.

The one inexplicable incident is Premier Asquith's statement, "upon the highest possible authority," that neither Great Britain nor her Allies had been hampered by lack of munitions—a statement directly contradicted by his recent frantic appeals to the workmen of England to mobilize for the supply of munitions.

**PER WEEK**  
Pays for Any of These, Guaranteed for 3 Years.  
**BICYCLES**  
AT CASH PRICES  
100 to Select from. Prices \$15 to \$25. Write for Catalogue & Full Particulars. EXCELSIOR MOTORCYCLE. Easy Terms. Haverford Cycle Co. Philadelphia's Greatest Bicycle Store. 827-829 ARCH ST. MARKET. 614 MARKET ST. Open Evenings.

**Wall Tents**  
7 x 7 feet, \$4.00  
9 1/2 x 11 ft., \$6.75  
R. A. Humphreys' Sons  
1021-23 Filbert Street  
Phone 119 North Ninth Street

**TENTS TO HIRE**  
ALL SIZES  
Water Proofing  
BERNARD McCURDY  
Phone 119 North Ninth Street

**War Lord's Success Inspires Teutons to Develop Unlooked-for Strength.**

By CARL W. ACKERMAN

BERLIN, July 27.—The Kaiser will go down in history as William the Great. If the events of the first year of the war appear as vividly to the imaginations of future Germans as they do to the generation that is living through the present world conflict.

Frederick the Great held Europe at bay, and saved Prussia through seven years of strife. His descendant, who now holds the Hohenzollern throne, has more than equaled Frederick's task, because Frederick had England with him, and there was then no United States to furnish Germany's enemies with munitions. Nobody expects the present conflict to run its course in a year, but if the Allies can stand a war of that duration, so can Germany, with the Kaiser at the head of affairs. When the war started the Emperor, William, had fallen into disfavor with many of his people. Of a number of reasons, some believed he was too autocratic, others thought he was too well disposed toward the English, and still others thought he was afraid of the military machine Germany had developed and was too prejudiced in favor of peace at any price ever to permit the machine to test itself. The early days of the war, when enemy after enemy took the field against Germany, people talked despairingly of the Emperor as an incompetent, who had played his cards badly and had overestimated Germany's strength.

**OPINION CHANGED.**  
But when victories began to be won and when the enemy, first here and then there, was rolled back, the popular opinion of the Kaiser began to change. People confessed they had misjudged him. The bitter criticism of Germany's enemies directed against the Kaiser and the comments of neutral nations added to his popularity at home, until now the Kaiser is the idol of his nation. His is regarded as the embodiment of German virtues, the representative of German might and power. The nation agrees he has not abused the absolutely autocratic power which he has wielded since last August, but has used his authority to meet every crisis confronting Germany in a manner that wins unanimous approval. If the war ends under conditions substantially as they are now, Germany will have saved herself and convincingly that the Kaiser, who is now responsible for all things in the Empire, must be given the title of "The Great."

The Kaiser in particular has inspired Germans with confidence in the outcome of the war. His calm assertions of victory have been followed by deeds so often that he is not only the ruler, but also the prophet of his people. When the war began, few Germans, deep down in their hearts, believed the Teutonic Empire had even a fair chance of succeeding. That is why there was so much hysteria last August and why the departing subjects of the enemy powers were so frequently insulted. That is why also the Germans lost their heads in Belgium and adopted a system of terrorism. That is why, too, the hymn of hate directed against England was so popular.

Now, however, after a year of strife, Germany has recovered the confidence and believes in the Kaiser. The fear of last summer has departed, and the Ger-

mans are no longer saying, "God punish England." Instead of the former hatred of England there is now developing a curious kind of contempt, mingled with self-amazement, that the Germans should so badly have misjudged the English. Nothing more remarkable has happened in Germany during the last year than the change of popular opinion concerning England. The might of the British Empire was magnified quite out of proportion to its actual power, the Germans now are saying.

This war was worth the fighting, so say the Germans. If only because it has pricked the bubble of British strength, England will never again occupy her old place in the world. The ancient spirit of the English, which the world has long been accustomed to taking at its own valuation, has been found to be no longer existent. England has lost the war for the Allies. In the opinion of German militarists, and by doing so has irreparably stained her own prestige.

**PROVED THEORIES.**  
Where Germany has succeeded England has failed. The English (in the opinion of Germans) have proved themselves to be hesitants, muddlers and uninspired in any of their works. They have been revealed to the world as a people undermined by discontent, unpatriotic, so prejudiced that they cannot even now accept the undoubted fact that their demigod, Lord Kitchener, failed them in their hour of need. The upper classes have shown bravery, but no qualities of intellectual and masterful leadership, and their lower classes are taking advantage of the perplexities of the war to strike for higher wages.

The Germans are asking what this 1 1/2 year of warfare has shown the English to possess which the world would be the better for the keeping. What can the world better be rid of, ask the Germans, at this anniversary time, the qualities the English have shown since last August or the qualities the Germans have shown? Here is a Germany, beginning the second year of her war against the world, full of confidence, with increased faith in the destiny of the Fatherland.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

## P. R. T. REPORT SHOWS DECREASE IN EARNINGS

**Reduction in Profits, Company Says, Due to Jitneys and Business Depression.**

The annual report of the Philadelphia Rapid Transit Company for the fiscal year ending June 30, 1915, shows that for the first time since the organization of the company, in 1902, its yearly gross earnings have fallen behind the total for the preceding year. The report just mailed to the stockholders shows a decrease in gross earnings for the year of \$112,307.15, the total revenue for the year being \$23,543,678, as compared with \$24,666,013 in the preceding fiscal year.

This unfavorable condition, according to the management, is due largely to the competition of the jitneys and the general business depression. The report makes the following comment on the subject of rapid transit development: "The city of Philadelphia is proceeding with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon."

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,300 during the year.

**Du Pont Road Specifications Ready.**  
WILMINGTON, Del., July 27.—Specifications for the new road which General T. Coleman du Pont will build from Seelyville to Georgetown as a portion of his boulevard system have been completed and will be offered to bidders for estimates within a few days.

with its plans for rapid transit development. As stated in the annual report of last year, the city desires the Philadelphia Rapid Transit Company to operate the high-speed lines when built, but the terms of operation have not yet been determined upon.

One of the favorable features of the report is the statement that, although the taxes of the company increased \$70,535, the total operating expenses were decreased by \$23,512, by making all possible operating economies.

The renewal reserve amounted to \$1,250,000 as at June 30, against \$1,018,969 at the beginning of the year. The increase was occasioned by the appropriation from income for renewals exceeding the expenditures during the current year. The capital asset account, "leases, franchises, construction, equipment, advances to leased lines, sinking funds, etc.," amounted to \$11,019,042, representing a decrease of \$685,