

**TO COMMAND IN WAR**

Former Commandant at Philadelphia Navy Yard Will Direct Fighting Craft



ADMIRAL WILLIAM S. BENSON

Admiral William S. Benson, who is regarded as a Philadelphian because of his long stay here as Commandant of the Navy Yard, will direct Uncle Sam's fighting forces in the sea battles with Germany.

He gave orders on the day that war was declared which sent 40,000 men into action. As chief of operations and president of the General Board of the Navy great responsibility will rest on his shoulders during the present conflict.

During the many years that Admiral Benson was stationed here he won hosts of friends. He not only improved the Philadelphia Navy Yard to a very high degree but became a loyal Philadelphian in every sense of the word.

When the EVENING LEADER revived interest in the subject of high-speed transit and entered into the fight for a system advocated by former Director Taylor, Admiral Benson gave valuable and practical cooperation.

In the case of the Broad Street subway he realized immediately the necessity of connecting a high-speed line with the navy yard.

He found through investigation that the present surface lines lost considerable time in carrying men to the yard and also caused them no end of inconvenience. Admiral Benson also realized that a speedy underground line would be of great value for the quick mobilization of men at the yard.

With the former Transit Director he addressed several meetings in this city in which he pointed out the necessity for the high-speed system at the earliest possible moment. Incidentally, he won a host of supporters for the plan.

The Admiral, who is sixty-two years old, has a record which warrants his selection for the important post which he now occupies. In demeanor he is just the opposite of what the average person would picture. He is quiet and unassuming. Nevertheless, one can detect determination behind his genial attitude.

He entered the Naval Academy shortly after the Civil War and his first sea duty was as junior officer on the old Hartford, which was then the flagship of the South Atlantic fleet. He served a short period on the Essex and was then sent to the Brooklyn Navy Yard, where he remained until 1882. It was there that his accurate judgment and efficiency first attracted attention. He was ordered to join the Greeley polar relief expedition and on his return was made a captain. In 1890 he was assigned to the dispatch boat Dolphin, on which he made a tour of the world. Subsequently he was sent to the Naval Academy as an instructor. He inspected the material for the first modern sea fighters known as the "white squadron."

Admiral Benson also served in the Hydrographic Office as an instructor in naval architecture and has been in command of many of the modern battleships. At all his posts he showed superior ability.

Admiral Benson became commandant of the Philadelphia Navy Yard on August 15, 1913, when he was a captain. He was a strong advocate of the movement for a deeper channel in the Delaware and did much to improve the standing of the Philadelphia Navy Yard generally.

He was promoted to his present post on June 5, 1915. Admiral Benson's office is a bare room, with the exception of a large fat-top desk, in the State War and Navy Building in Washington. He may be found at his post almost any hour of the day or night.

**Farmer Smith's Column**

**"THEY EAT"**  
Dearies—The teacher of the infant class in a certain Sunday school was talking to the children about spring, and when she asked, "When the little birds awake in the morning, what do they do?" a little boy answered: "THEY EAT!"  
Why do you suppose the little BOY should have said that? Of course, the teacher thought the children would answer, "They sing."  
But the little boy had his own idea, and he did not want to tell what HE thought about it.  
I want to ask if you will write and tell me what is the first thing YOU do in the morning?  
The first thought you have each day is the rub of the day. That is what I think, and NOW, what do YOU think about it?  
Your loving editor,  
FARMER SMITH.

**STRANGE ADVENTURES OF BILLY BUMPUS  
"THE SKY BIRD" LIGHTS**

By Farmer Smith  
Peter Duck and Baby June had been the first to see the strange thing which was flying so high in the sky—then Mr. Jay Bird caught sight of it and started his shrill cry which startled all the other birds. Next Billy Bumpus had been attracted by the strange noise up in the sky and had run in to tell his wife about it and when he reached her side he was so out of breath from running that he merely told her and pointed up in the sky.  
"L-o-o-k" was all Billy could say.  
Mrs. Bumpus cocked her head on one side and squinted up at the great thing which was coming nearer and nearer all the time.  
"What is it?" asked Billy, who had gotten his breath by this time.  
"I think it is something to eat," suggested Mrs. Bumpus, thinking to please her husband.  
"Nonsense—it's a new kind of bird. It may be one of those war birds I have been reading about in the 'Goatville News.'" Billy looked properly at his wife.  
"Sure enough, how bright you are!" exclaimed Mrs. Bumpus, leaning over and kissing Billy.  
"Don't, DON'T. You are in my light." "It seems to me that sometimes when I try to be kind to you, you are too busy to let me be kind," said Mrs. Bumpus, in a sad tone of voice.  
"That's the way in this world—some people try to be kind at the wrong time. But say, what if that war bird would drop one of those horrid bombs?" Mrs. Jay Bird shuddered.  
"Let's get over there under that tree and see if we can't make out what the thing is," suggested Billy.  
In the meantime Mrs. Jay Bird insisted upon her dear husband going and getting something for the babies to eat. The poor fellow was so excited he had forgotten all about the feeding the little dears. He soon disappeared and in no time had another bird's nest and was flying home with one of the eggs for his babies. Just as he got over where Billy and his wife were, he turned to look at the whirling thing in the air and—POP!  
He dropped the egg right in front of where Billy was walking!  
"It's a BOMB!" shouted Mrs. Bumpus, as she started to run. Billy was not going to lose his life, so he took one good look at the "bomb" and then turned to run. But before he had gone very far he turned and looked once more. "I have seen something like that before," he said to himself, going closer.  
"Why?" he exclaimed. "It's an EGG!"  
"Oh, my poor Billy!" whined Mrs. Bumpus, who was standing on the steps of their home, wringing her hands. "My poor Billy has eaten a bomb and will surely be blown up!"  
By this time Billy Bumpus was trotting slowly toward home.  
"Oh, Billy—if you MUST blow up, don't blow me up with your little home!" shouted Mrs. Bumpus.  
"Pshaw, 'fradle, that was an EGG," said Billy, licking his chops with his tongue.  
"LOOK!"  
Billy turned quickly, just in time to see the war bird descend to the ground. Then he turned and ran toward it as fast as his legs would carry him.

**T. DE WITT CUYLER**

President of the Commercial Trust Company of Philadelphia, who will be head of the Department of Sanitation and Medicine in the State Defense Committee.

**RAIL "REPEALER" IN SENATE**

Full Crew Amendment Gives Service Board Discretionary Powers

HARRISBURG, April 10.—The railroad "repealer" of the full crew act of 1911, which was passed by the Legislature of two years ago and then vetoed by Governor Brumbaugh, was introduced in the Senate today.

The measure is not an outright repealer. It is in the form of an amendment to the full crew law, and gives the Public Service Commission discretionary powers in regulating the size of train crews.

The officials of the railroads operating in Pennsylvania show confidence in their ability to convince the Senate that the full crew act of 1911 has not worked fairly to them, but the general opinion prevails at the Capitol that the Governor is likely to veto the new "repealer" if the Legislature passes it.

**LEATHER BELTING**

Year after year our belting has stood the severest test that could be applied—it has proven its sterling worth and long service.

Everything in Mill Supplies  
**Charles Beck & Co.**  
520 Arch st.

**CHARLES BECK & CO.**

Papers for All Kinds of Good Printing  
609 Chestnut Street Philadelphia

**THE man of affairs**

has little time to devote to thoughts of dress. Yet his position demands that he be faultlessly attired.

We take pride in the fact that most of Philadelphia's leaders put themselves entirely in our hands when it comes to matters sartorial.

We have long served the men who have made Philadelphia what it is, and it is our earnest desire to serve those who will make Philadelphia what it will be.

We feel particular gratification when adding the younger Philadelphia leaders to the list of our regular patrons.

**HUGHES AND MULLER**

Tailors  
1527 Walnut St.

**MIX WELL AT KEITH'S**

Excitement of Forest Fire Soothed by Mack & Walker and Others—Patriotism Runs High

Melodrama "came back" at Keith's last night and "came back" with a bang—several of them. But there was something else. The entire gamut of the emotions, from tense anxiety and jolly laughter on to patriotism, was stirred by the actor folk.

Beginning with a good imitation of a patriotic demonstration, the program led through one of the clever bits presented in a long time to a melodramatic plot with a forest fire rescue as a climax.

"The Forest Fire" stands first because it was the most elaborate and spectacular production and because the presentation marked the return of "good old melodrama" to Keith's. The rescue of Jean, the telephone operator (Sylvia Bidwell), by Judd

and Mack brought thrills to the spectators, and the blazing timberland and the puffing locomotive very realistic. Brownie Burke, as Murphy, a river boy, was good.

Wilbur Mack with Nella Walker in his "A Pair of Tickers" showed a clever sketch, abounding in bright sayings that brought many laughs. A prominent part in the ludicrous situations was taken by Albert Hockey, a Philadelphian, whose piano playing also was greatly appreciated by the audience.

Craig Campbell, the tenor, made a splendid impression and also brought disappointment when he dodged an encore. His renditions of "Good-bye" and "My Ain Folk" were excellent.

"Plain Joe" Towle, one of the three "first appearances," who had no property save a piano and a beer barrel, received the laurels of the most laughter and applause. His "peculiar" monolog was what vaudevillians call a "riot." The other newcomers, who also became instantly in high favor, were Frank Hale and Signa Patterson, Virginia Lewis and Jean White. "Just two girls trying to get along." The dancers gave original interpretations and were staunchly supported by the seats, which included John Alessandro, whose "O Sole Mio" was one of the brightest spots in the evening. Two exceptionally fine voices that blended

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**UNITED LIGHT AND RAILWAYS COMPANY**

REPORT FOR THE FISCAL YEAR ENDING DECEMBER 31st, 1916

To the Stockholders of the United Light & Railways Company:  
The Directors submit this Annual Report for the fiscal year ended December 31st, 1916.

The Statement of Earnings and Expenses of the United Light and Railways Company and its Subsidiary Companies for the Year is as follows:

SUBSIDIARY COMPANIES	
Gross Earnings (including \$914,644.64 being Inter Company business)	\$6,885,779.33
Operating Expenses, including Maintenance and Taxes (including \$914,644.64, being Inter Company charges)	4,219,386.15
Net Earnings, Subsidiary Companies	\$2,666,393.18
Interest and Dividends on Subsidiary Company Bonds, Preferred Stocks and Notes:	
To United Light and Railways Co.	\$477,642.44
To Public	1,190,813.08
Net Earnings on Stocks—Subsidiary Companies	\$1,775,880.10
Net Earnings due others than United Light & Railways Co.	18,389.69
UNITED LIGHT AND RAILWAYS COMPANY	
Earnings available on stocks owned by United Light and Railways Company (as per detailed Revenue Account annexed)	\$1,257,490.42
Dividends and Interest Receivable (as per detailed Revenue Account annexed)	489,428.13
Miscellaneous Earnings (as per detailed Revenue Account annexed)	171,902.75
GROSS EARNINGS—United Light and Railways Company	\$1,918,821.30
Expenses, General and Federal	1,469,908.14
NET EARNINGS—United Light and Railways Company	\$448,913.16
Interest on First and Refunding 5% Bonds	402,723.88
BALANCE	\$1,368,189.28
Interest on Ten Year 6% Convertible Gold Debentures	7,262.49
On Three and Five Year Notes	136,000.00
On Commercial Loans	32,653.97
Interest on Commercial Loans	174,916.46
BALANCE AVAILABLE FOR DIVIDENDS	\$1,193,272.82
Dividends—First Preferred Stock—6%	698,792.50
SURPLUS EARNINGS	\$494,480.32

\*Note—The amount of \$914,644.64 included in the Gross Earnings and Operating Expenses of Subsidiary Companies represents intercompany transactions, \$58,155.87 is for electric power sold to Subsidiary Railway Companies.

From the Surplus, \$298,353.78 was credited to the Depreciation Reserve (of which the United Light and Railways Company's proportion pro rated on its stock holdings of Subsidiary Companies is \$292,859.31) and in addition the Subsidiary Companies expended or set aside for Maintenance an additional sum of \$494,480.32, which was charged directly to Operating Expenses; making the total expended or set aside for Maintenance and Depreciation of properly \$790,466.67, or over 12% of the Gross Earnings received from the sale of Gas, Electricity, Heat and Transportation.

The Operating Expenses of Subsidiary Companies include \$295,481.38 accrued for payment of General and Federal Taxes, an increase of \$34,057.56 for the fiscal year, and also substantial increases in wages paid to all classes of Employees.

There were outstanding in the hands of the public on December 31st, 1916, the following amounts of Bonds, Notes and Stocks of your Company:

First and Refunding Mortgage 5% Bonds	\$4,451,500.00
Convertible Gold Debentures, due Nov. 1, 1926	1,500,000.00
Three-Year Bond Secured Notes, due Jan. 1, 1920	9,983,400.00
First Preferred 6% Stock	9,983,400.00
Common Stock	6,900,000.00

Following the established practice of your Company, it has acquired during the year, in exchange for its securities, or by purchase, large amounts of the outstanding preferred stocks and bonds of its subsidiary companies, and in the very near future (April 1st, 1917), the entire issue (\$257,500.00) of the bonds of the Citizens Railway and Light Company will be retired. The continuation of this policy will result in the gradual elimination of all subsidiary company stocks and bonds. The proportion of Bond and Stock issues of Subsidiary Companies owned as of December 31st, 1916, can be ascertained by a review of the annexed Consolidated Balance Sheet. Through Sinking Fund operations, additional bonds of the Tri-City Railway and Light Company, Citizens Railway and Light Company, Lower City Gas and Electric Company, Peoples Gas and Electric Company and Chattanooga Gas Company, were purchased and cancelled. The total par value of Bonds and Preferred Stocks of Subsidiary Companies acquired or cancelled during the year was \$2,232,100.00. There were also retired Certificates of Indebtedness and Car Trust Notes of the Cedar Rapids and Marion City Railway Company and Grand Rapids, Grand Haven & Muskegon Railway Company in amount \$10,091.

The gross business of your Company in all departments shows a substantial increase, but, due to the increased cost of materials and wages involved in operation, increased general and federal taxes, and to material reductions made in gas and electric rates, the net earnings, while satisfactory, do not show such a large proportionate increase. The gas sales in cubic feet for the 12 months ended December 31st, 1916, were 1,439,979,800, an increase of 70,975,100, or 5.18%. Electric sales in kilowatt hours were 110,501,901, an increase of 17,225,858, or 18.47%; while the revenue passengers of all classes carried on the railroads were 38,013,075, an increase of 4,484,082, or 13.37%.

Below is a Comparative Statement indicating the sources of Revenue, both Gross and Net, and the percentage each class of service bears to the total.

GROSS EARNINGS:		%		
1916	Total	1915	Total	
Gas	\$1,853,806.11	19.66	\$1,318,922.65	20.91
Electric	1,799,095.37	18.32	1,252,984.52	19.86
Heat	2,587,459.39	37.58	2,222,983.62	34.86
Railway—City Lines	1,806,318.76	26.23	1,599,459.62	25.26
Railway—Interurban	848,801.92	12.61	791,351.75	12.55
Heat	86,315.18	1.25	81,004.46	1.23
Miscellaneous	90,770.75	1.32	72,109.85	1.14
TOTAL	\$6,885,779.33	100.00	\$6,308,776.81	100.00

Below is a Comparative Statement indicating the sources of Revenue, both Gross and Net, and the percentage each class of service bears to the total.

NET EARNINGS:		%		
1916	Total	1915	Total	
Gas	\$64,160.03	21.16	\$11,353.85	24.64
Electric	1,156,446.33	43.32	1,101,781.76	24.44
Railway—City Lines	871,968.49	21.25	439,867.92	17.73
Railway—Interurban	800,892.10	20.22	284,142.90	10.24
Heat	18,748.23	0.46	17,351.61	0.61
Miscellaneous	62,908.11	1.60	54,714.49	2.30
TOTAL	\$2,968,991.18	100.00	\$2,461,514.53	100.00

During the year \$1,474,274.22 were expended for additions to properties and extensions of service. Of this total \$271,078.84 were expended on Gas properties, \$537,474.16 on Electric properties, \$619,855.13 on Railway properties and \$44,866.09 on Heating

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**UNITED LIGHT AND RAILWAYS COMPANY**

REPORT FOR THE FISCAL YEAR ENDING DECEMBER 31st, 1916

Expenditures made for construction were largely in the nature of natural extensions of Gas, Electric and Railway service, due to the growth of the communities served, and in some cases completing work started in the year 1915. The properties of your Company are in good physical condition and in many instances additions made to Central Station Equipment have provided considerable reserve capacity. However, further expenditures will be necessary on the Central Stations serving the Tri-City Railway and Light Company properties, due to the rapid growth of the communities and the demand for service.

On November 1st, 1916, your Company issued and sold \$1,500,000.00 of 6% Convertible Gold Debentures. These Debentures become due on November 1st, 1926, and are convertible on and after November 1st, 1918, up to and including November 1st, 1923, at the option of the holder, into the First Preferred Stock of your Company at the rate of 1 1/4 shares of Preferred Stock for each \$1,000.00 of Debentures. The proceeds of the sale of the Debentures have been used to retire a large amount of bonds of the underlying companies, which were falling due, and the balance has been used to cancel all of the floating debt of the Company and to refund the Company's Treasury for construction expenditures made on the properties of the subsidiary companies.

As will be noted from the Balance Sheet annexed, your Company has no floating debt and has substantial working balances.

Business conditions in all of the communities served by your Company have been and are very satisfactory, and all departments of your Company continue to show material increases in gross earnings. The relations of your Subsidiary Companies to the Public they serve are cordial and service rendered is satisfactory and at very reasonable rates.

During the year regular dividends at the rate of 1 1/2% quarterly were paid on the First Preferred Stock of your Company, and on October 1st, 1916, a 1% dividend was paid on the Common Stock, and a similar dividend was declared, payable January 2, 1917.

The total number of stockholders on December 15th, 1916, was 2,927, an increase during the year of 347, which has since been increased as of February 28th, 1917, to 2,975. Of the total number of stockholders, 881 are residents of the communities served.

Appended is a consolidated Balance Sheet of the United Light and Railways Company and its Subsidiary Companies as of December 31st, 1916, and Statements of Revenue and Surplus Accounts for the year. The Certificate of Messrs. Barrow, Wade, Guthrie and Company, Chartered Accountants, who have audited the books and accounts of your Company and its Subsidiary Companies, is hereto annexed.

By order of the Board,  
FRANK T. HULSWIT,  
President.

March 15th, 1917.

**UNITED LIGHT AND RAILWAYS COMPANY AND SUBSIDIARY COMPANIES CONSOLIDATED BALANCE SHEET AS ON DECEMBER 31st, 1916.**

ASSETS		LIABILITIES	
Plant, Construction and Investment Account Aggregate of Book Value	\$46,925,140.48	United Light & Railways Company:	
Total Capital Assets	\$46,925,140.48	1st Issued 6% Cum. Auth. \$12,500,000.00	\$9,983,400.00
Current Assets:		Common, Auth. \$12,500,000.00 Issued \$ 7,192,900.00	\$ 6,900,000.00
Cash on hand and in Banks	\$1,169,387.61	Less amount in Treasury	293,900.00
Accounts Receivable, less Reserve for Bad Debts	443,210.13	Cedar Rapids & Marion City Railways Company:	
Bills Receivable	20,111.82	Common, Issued	\$ 650,000.00
Stocks and Bonds of other Cos	53,551.00	Less amount held by U. L. & R. Co.	584,801.24
Interest & Dividends Receivable	3,206.67	Chattanooga Gas Company:	
Supplies, Coal, Oil, Pip. etc.	57,753.50	Pfd. 6% Cumulative, issued	\$ 600,000.00
Prepaid Accounts	21,204.32	Less amount held by U. L. & R. Co.	368,300.00
Cash and Securities in Hands of Trustees for Sinking Fund	\$ 257,718.06	Common, Issued	\$ 780,000.00
Debt Discount being Amortized	\$ 658,487.50	Less amount held by U. L. & R. Co.	746,000.00
Items in Suspense and Open Accounts	\$ 21,500.00	Tri-City Railway & Light Company:	
	\$50,168,245.81	Preferred 6% Cumulative, issued	\$ 8,000,000.00
		Less amount held by U. L. & R. Co.	173,800.00
		Common, Issued	\$ 9,000,000.00
		Less amount held by U. L. & R. Co.	8,830,900.00
		Total Capital Stock, in hands of public	\$20,979,598.76

UNDEVELOPED ASSETS:

Outstanding	\$ 539,000.00
United Light and Railways Company:	
First and Refunding	