

GRUNAU, FREED ON BAIL, TRIES TO END STRIKE

Expected to Call Another Mass Meeting of Insurgent Rail Men in Chicago.

CHICAGO, April 22.—John Grunau, leader of the striking railroad switchmen, was back in Chicago today, free from jail on bond.

Following the breakup of the strikers' mass meeting called yesterday to officially end the strike, Shannon Jones and R. S. Murphy, Grunau's aides, led groups of strikers back to their jobs.

They were called "rebels" and "traitors" when they attempted to have the strikers' meeting vote to end the strike.

Railroad officials report the situation nearly normal.

NEW MEN REPLACE STRIKERS HERE

Thirty-eight crews were working in the Big Four yards here today and fifty-nine trains, with 1,718 loaded cars, were moved in and out of the terminal in the last twenty-four hours.

Many officials and clerks of the Big Four who have been working as switchmen have been relieved from duty and the engines were turned over to newly employed men.

Seventy-eight new men have been employed by the Big Four.

The Pennsylvania railroad reported that one man had returned to work as a result of the ultimatum calling on all switchmen who wished to continue in the service to report for duty.

Strikers continued to hold meetings in the Labor Temple and leaders held to the position that the railroad labor board would be forced to give the national yardmen's committee a hearing.

While improvement of freight traffic conditions throughout the country was reflected in the number of cars moved here, manufacturers of the city were said to be encountering more serious obstacles to operation each hour as stocks of various parts and materials were being depleted.

George M. Dickson, president and general manager of the National Motor Car and Vehicle Company, said a complete shutdown of that company's plant was inevitable within the next day or two, regardless of any strike settlement that may be reached.

SEEKS TO HALT GAS SHORTAGE

Steps were taken today by the Citizens Gas Company, with the support of the Interstate Commerce Commission, to get a solid train of coal-laden cars through to Indianapolis from Roanoke, Va., as a measure of relief from the threatened gas famine.

Gas consumption here yesterday was 8,000,000 cubic feet and in that period only 7,000,000 cubic feet was made available.

The state public service commission has joined with the gas company in urging the Interstate Commerce Commission to find a remedy for the situation.

The plan to get a trainload of coal from the Virginia mine fields will furnish relief once its success is assured.

It is hoped the railroads can be persuaded to run the train through under orders similar to those under which a passenger train moves, so that strike conditions in switching yards may not cause any delay.

A committee of Indianapolis restaurant men visited J. D. Forrest, general manager of the gas company, to request that normal gas pressure be maintained in the pipes from 5:30 o'clock in the morning until 9 o'clock.

Mr. Forrest said that such a measure would result in a complete shutdown of the gas plant within a short time, as the nighttime consumption of yesterday under present regulations was 90 per cent of normal.

CENSUS TO GIVE CITY 314,000

(Continued From Page One.)

with excellent railroad and traction facilities.

There are now seventeen railroad divisions operating lines from the city upon which 275 trains leave every twenty-four hours. More cities of 30,000 population can be reached in a twelve-hour

ride from Indianapolis than from any other city in America.

Thirteen electric railway lines radiate from the city.

Indianapolis is at present near the geographic and population center of the United States.

It has 317 miles of permanently improved streets, 140 miles of city electric car lines, 1,500 manufacturing plants, 2,500 retail concerns, 428 miles of water mains, seventy-nine public schools, seven Catholic parochial schools, twenty-five parks, with an area of 1,901.6

acres, and a connecting system of park boulevards.

Families in the city are small compared to other portions of the country, the average being 4.2.

The average for the cities of the country is 4.6 and for rural districts 6. Small families here are said to be due to the small per cent of foreigners living in the city.

Indianapolis has never harbored a very large foreign element, while negroes are

said to make up about 18 per cent of the population.

Indianapolis was established just a century ago, and the present standing of the city in the eyes of the world is its greatest monument to those hardy settlers of bygone days.

During the coming summer a great centennial celebration is to be held which will prove a fitting occasion for appreciation of the many natural advantages, which has made possible the wonderful growth during the past century.

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GAS SITUATION

Supplies of coal and oil have not actually improved since last report, but prospects of improvement on coal carrying roads continue to grow brighter.

We are continuing the improved pressure which we began Tuesday morning, but this has so greatly increased consumption that we are doubtful about being able to keep it up under present conditions. Consumption increased at rate of 1,250,000 cubic feet daily as a result of this improvement. We desire to continue it, but urge economy in use of gas.

The hours of full pressure remain unchanged—

5:30 to 7:30 A.M. 11 A.M. to 1 P.M. 5 to 7 P.M.

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