

HIGHER RATES ASKED FOR USE OF CAR TRACKS

Service-at-Cost Plan Waits on New Deal Sought With Interurban Co.

STATUS SAME 18 YEARS

The question whether an increase in street car fares, if necessary, will be contingent on the Indianapolis Street Railway Company obtaining higher rates from interurban companies for the use of its tracks, appeared today to be the most serious obstacle to put into operation the service-at-cost plan of street car operation, advocated by the city and the car company.

The city, as represented by Samuel Ashby, corporate counsel, when the hearing before the public service commission was resumed, contended that as a protection to patrons the company should obtain more remuneration from the interurban companies before increased fares be granted under the service-at-cost or any other arrangement.

Mr. Ashby pointed out that there is a contract made in 1902 by the street railway company to receive from the interurban companies 3 cents per passenger carried over the tracks of the latter company, and 1 cent for the use of the terminal station.

NO INCREASE SINCE CONTRACT OF 1902.

He pointed out that this amount has not been increased since 1902, while the rates received by the interurban companies have increased in some cases as much as 200 per cent.

Mr. Ashby contended that the revenue from interurban companies should be increased as much as \$250,000 annually.

Ferdinand Winter, representing the Indianapolis Street Railway Company, pointed out that the contract with the interurban companies had been made before the city came into the franchise with the city and that, inasmuch as the city has held the franchise is inviolable, it should also hold the contract inviolable.

Mr. Ashby replied that the supreme court had ruled that the public service commission could change the franchise rate of fare in an emergency, and that under the same reason it should be able to change the terms of the contract with interurban companies during the emergency.

Mr. Ashby opened the argument with a demand that the city be protected against any interlocking directorate involving the city company and the interurban companies, in which the interurban companies might be given an advantage to the disadvantage of the city.

NO LEGAL WAY TO PREVENT INTERLOCKING.

Commissioner Fred B. Johnson said he knew of no way under the law by which the commission could prevent such an interlocking directorate.

H. H. Horrocks, representing the company, said to the commission that he must find some way to set up the initial surplus or "sweat index" fund, which is to act as a barometer in regulating the rate of fares and also to take care of the floating indebtedness of the company.

He had no suggestions, but merely pointed these things out as one of the problems which must be solved.

Woodburn Masson, representing members of the city council, questioned the right of the commission to act where a (Continued on Page Two.)

City Gains 80,544 Citizens in 10 Years, Census Showing 314,194

WASHINGTON, April 24.—The official population of Indianapolis to day is 314,194.

The 1920 census figures, made public by Sam L. Rogers, director of the United States census, shows a gain over the 1910 census for Indianapolis of 80,544, a percentage of increase of 34.5.

With the exception of Toledo, Indiana, Indianapolis has shown the greatest percentage of increase in the last decade than any other city of its class thus far reported.

The following table shows Indianapolis' growth throughout eighty years:

Census Year.	Population.	Per Cent.
1920.	314,194	34.5
1910.	233,650	30.4
1900.	189,164	60.4
1890.	165,436	40.5
1880.	75,056	55.6
1870.	52,242	45.2
1860.	18,611	130.0
1850.	8,091	200.6
1840.	2,692	

The earliest census return for the city is 1810.

In 1860 the city ranked forty-eighth among the fifty largest cities of the country, and in 1910 it ranked twenty-eighth.

The greatest growth the city ever experienced was from 1840 to 1870 when the population increased nearly eighteen times.

The importance of Indianapolis' growth in the last ten years may be better appreciated by comparison of its percentage of increase with that in other cities:

Louisville, 49; Cincinnati, 103; St. Paul, 92; St. Louis, 125; New Orleans, 143; Toledo, 443, and Minneapolis, 26.2.

Indianapolis is about three times the size of any other Indiana city, and in population it stands 83rd in the state's population, which was an increase over 1900 of 1 per cent.

The city's share of the state population has not been estimated for 1920, but it is believed that it will show a marked increase, as Hoosiers have been showing an increasing inclination to move in to the capital.

Kokomo is now a city of 30,067, an increase of 13,067. Decatur is given a population of 4,762, increase 251; Portland, 5,558, increase 828, and Batesville, 2,361, increase 210.

'500,000 BY 1930'

"Indianapolis—500,000 population in 1930."

This is the slogan expressed by many Indianapolis men today, following the (Continued on Page Two.)

U. S. Recognizes Armenia

WASHINGTON, April 24.—Recognition of the republic of Armenia by the United States government was announced in a note sent today by Secretary Colby to Pasdermadjian, representative here of that nation.

ARRAIGNS 'REBEL' STRIKE LEADERS

Sets Hearing of John Grunau and 40 Others May 5.

CHICAGO, April 24.—Defendants "outlaw" strike leaders, including John Grunau, president of the Chicago Federation of Labor, were arraigned in a federal court here today on charges of violating the Lever law.

Woodburn Masson, representing members of the city council, questioned the right of the commission to act where a (Continued on Page Two.)

CITY'S 1920 AUTO OUTPUT 95,600

Products of 10 Plants Here

Valued at \$167,337,500.

Indianapolis automobile manufacturers will produce approximately 95,600 automobiles this year, with a total sales value of about \$167,337,500, according to an estimate made by the industries committee of the Indianapolis Chamber of Commerce today.

There are ten motor car plants in Indianapolis.

The estimate does not include millions of dollars' worth of accessories which are produced by other plants.

About 12,300 men are employed in the factories.

The total invested capital is about \$24,000,000.

Since the total estimated value of automobiles produced in the country this year is \$50,000,000, Indianapolis is shown to occupy a high place in the automobile industry.

CAILLAUX, FREE, MUST SHUN CITIES

PARIS, April 24.—Joseph Caillaux, former premier of France, convicted of holding communication with enemy, was released today.

Caillaux left the hospital at Neuilly, where he had been confined after a lecture by senior officials, who warned him the order of liberation forbade him to sojourn in Paris or any of the big French cities.

He motored to his residence in Paris, from where he will leave soon for the country.

While the former premier was sentenced to three years' imprisonment, the time he was in solitary confinement was credited as offsetting the sentence.

CIRCUS IN TOWN—'BIGGER'N EVER'

The first circus of the season is in town today.

The Carl Hagenbeck-Wallace circus arrived early this morning and began greeting the big top at the show grounds on West Washington street near the ball park.

The circus is traveling this season in three train sections and is said to employ more people than last season.

Three herds of elephants, 500 horses, many camels, zebras and other animals are announced as features of the me-magerie this season.

Mysterious Fire in Pile of Lithographs

A fire of mysterious origin started in a pile of lithographs on the second floor of the Exhibitors' Lobby Supply Company, 122 West New York street, early today.

The loss was \$1,000.

R. D. Lett, manager of the company, told Lieut. Woollen of the police department that he was unable to account for the fire, as he had been in the building until within a few minutes of the time the flames were discovered.

TELL CARRANZA TO STEP DOWN

Sonora Rebels Send Notice of 'Plan of Aguas Prietas.'

AGUA PRIETA, April 24.—President Carranza called upon to resign from a document called "Plan of Aguas Prietas," adopted by the Sonora war council late Friday and made public to day.

Their cases were set for hearing May 5.

The specific charge against the strikers was that they induced switchmen to remain away from work, thereby conspiring to restrain transportation of the necessities of life.

Railroads continue to report improvements in service throughout the middle west.

"CLEVELAND, April 24.—Leaders of the railroad strike here will be arrested today unless the strikers return to work at once. John F. Sawnen, department of justice, and Andrew J. Ladd, attorney general, will be present in the federal court here today on charges of violating the Lever law.

Their cases were set for hearing May 5.

The specific charge against the strikers was that they induced switchmen to remain away from work, thereby conspiring to restrain transportation of the necessities of life.

Railroads continue to report improvements in service throughout the middle west.

"NEW YORK, April 24.—Officials of the "outlaw" railway union were making every effort today to induce railroads to take back strikers without loss of seniority.

Railroads reported the situation gradually improving throughout the east today.

DETROIT, April 24.—Local and United Interurban service of the Detroit and Interurban Railway will be discontinued within a week unless there is relief from the present fuel shortage, the company announced.

The fire started about 5 o'clock last Saturday afternoon when employees of the office had been away for several hours.

Several rolls of motion picture film were destroyed and it is thought possible spontaneous combustion occurred in the film containers without the assistance of any external agency.

Caillaux, manager of the headquarters, said that none of the records destroyed concerned finances and that the loss could not save any person embarrassed.

Eighty strikers have returned to work on the Pennsylvania line.

The Big Four is still working forty-one crews, a force sufficient to handle all the freight passing through this terminal.

Strikers still holding meetings and recruiting from other cities.

Leaders expressed confidence that seniority privileges would be restored to the men when they do return to work.

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