

ASHBY BARRAGE SLOWS UP QUIZ ON CAR SERVICE

(Continued From Page One.)

and the demands of the city street car system will be greatly increased, and

"Whereas, the matter of street car service in said city has been before the public service commission of the State of Indiana for many months without any appreciable progress, having been made toward a solution of the situation, and

"Whereas, no plan has been suggested which, in the judgment of the common council, will properly solve the difficulties;

"Now, therefore, be it resolved, That the judgment of the common council of the city of Indianapolis, the Public Service Commission of the State of Indiana, be and they are hereby requested to proceed without further delay to devise some immediate plan of relief that will, as far as possible, enable the Indianapolis Street Railway Company to pare the duties of its during the coming winter; and,

"Be it further resolved, That if any increase of fare is found to be necessary, definite provisions should be made for the deposit of a specific portion of each fare in a special depository, such portion to be used for the sole purpose of extending the lines and improving the trams and equipment of the company."

This resolution was the work of both President Schmidt and Mr. Carnex, who was explained by the latter, who spoke briefly upon it.

"I understand that there are two facets in the management of the street railway company, one wanting to see the company perform its duties to the public in a fair and adequate way, and the other combined with certain local financial interests for the purpose of wrecking it," said Mr. Carnex.

RESOLUTION SEEKS TO BLOCK WRECKING.

"If this latter faction gains its ends we will have no better service or extensions this winter, and this resolution is for the purpose of starting something which may bring out the real trouble so that the people may know about it."

Further discussion along lines which undoubtedly must be uncomfortable for the gentlemen whom the councilmen believe are trying to wreck the company gave the corporation counsel an opportunity to unbuckle his sword and fly to the head of the "bridge."

With a few preliminary flourishes such as any "champion of the people" might be justly king, Mr. Carnex launched into a defense of the introduction of the "service-at-cost" plan, which up to this time had not been mentioned, asserting that Indianapolis has a lower fare than practically all other American cities of her class, and that despite of this the street railway company is showing a net income of \$200,000 for the first eight months of the year.

"No effort has been made to the contending factions," the counsel said.

"That's the first information that I've had that there was any plan to wreck the company."

When President Schmidt wanted to know why the city did not get service and what had become of the \$200,000, Mr. Ashby replied that he didn't intend to say that any particular service he ought to have, but I do say that we are getting as good service as any other city in the country," and that the \$200,000 was net income out of which some fixed charges had to be met and the remainder devoted to dividends.

President Schmidt attempted to get immediate consideration upon the resolution, but after several councilmen expressed the desire that it take the regular course it was referred to the committee on public works, of which Councilman Lee J. Kirsch is chairman.

Mr. Ashby did not fully understand until President Schmidt popped the gas question, which the lawyer had been summoned to point a way to solve, in words as follows:

"We want to know what action to take to make the gas company live up to its franchise."

"I think that the public service commission has the right to fix the price, but the city has the right to fix quantity and quality."

Thereupon Mr. Ashby, instead of outlining the procedure which the council had called for spent a quarter of an hour, giving eloquent, if not convincing, reasons why the council should stop bothering the down-trodden utility, which only means more money in the last analysis than it ever made before, from the attorney's own admission in one of his few unguarded moments.

Properly under way Mr. Ashby declared:

"I regard the gas situation as the most serious thing facing the city of Indianapolis so far as the comfort of citizens is concerned for something like 600,000 are using gas for cooking."

"The domestic cooking consumer out to be served first, the heating consumer second and the industrial consumer last," Mr. Ashby said, "but there is no such thing as the power to give the gas company immediate greater manufacturing capacity."

"What do you mean 'capacity'?" Councilman Wilson inquired.

"Why, er, all things have a limit," Mr. Ashby replied.

"That's the same argument the gas company brought up two years ago," Mr. Wilson said, reviewing the history of the company's plea for an increased rate in 1918 and asserting that the utility was so busy after the war it did not give the proper attention to the growing gas.

POINTS FOR AUXILIARY MEANS CHEAPER GAS.

"We've got to remember," Mr. Ashby said, "that if the gas company didn't run a coke plant our gas would cost us twice as much and we want to remember that we've got the cheapest gas in the world."

"If you compel the company to put on the coke plant it would be in a month time you would empty the plant in a few days, for the pipes would be emptied and it would take sixty days to refill them."

"We must realize that we are limited to a fixed plant for this winter and that even if we got another plant up by Oct. 15, \$600,000 needed for improvements we couldn't get them completed in time."

"What the people need is more gas, but there is no way in the world to get it this winter, so the question now is to distribute what we already have in the best way."

For this reason Mr. Ashby had everybody so spellbound they had forgotten that he had been asked to outline a procedure by which the gas situation might be investigated, not discussed, and further lengthy argument found Mr. Schmidt and Mr. Carnex stating that, according to information they had, some big industrial plants, including the Nordyke & Hall Company, the Indianapolis Dry Goods Company and the Indianapolis Dry Goods Company were sometimes using as high as 1,000,000 cubic feet of gas per day instead of the small amount indicated by gas officials who declared that the total industrial consumption is only from 6 to 7 per cent of the total daily output.

The continued argument also found Mr. Wilson stating:

"The administration has been asleep on the job for two years, for that long ago we heard the same statement from the gas company; we haven't got the capacity, and we haven't any more capacity, and we haven't any more capacity."

"Why didn't the board of works call in the gas company officials at that time and say to them you do something with in the next sixty days."

"I believe that the city has more power still in spite of the public service com-

mission, to see that we get extensions and improvements."

"Why they have the power," Mr. Ashby said.

SAYS SECURITIES ARE HARD TO SELL.

"Then why haven't they done something?" Mr. Wilson asked.

When Mr. Ashby said that the gas company had been by selling wide of securities because of the much wider opportunity for investments of more profitable industries, Mr. Wilson pointed out that other utilities in the city, worse off than the gas company, appear to have little difficulty in selling them.

Councilman Miller suggested that perhaps the majority of citizens might be willing to pay as high as 75 cents, if they were sure of getting plenty of gas of good quality, to which Mr. Ashby replied:

"That might be true, but any official has to deal with the law as it is and the gas company's 60-cent rate is the law."

"But hasn't about every law we have been passed aside in emergencies here lately?" the councilman persisted.

After more of this Mr. Carnex remarked:

"It's a peculiar thing that officials

elected by the public to protect and represent them have their hands tied on a matter like this."

"Well Mr. Carnex," President Schmidt said, "I'm not going to take it for granted that you are a hopeless case."

"Most minds differ and I don't agree with Mr. Ashby."

After the committee to confer with the utilities commission had been appointed and has victory won, Mr. Ashby said he would be willing to go "to any limit" to find out if it is true that industries are using a greater percentage of the gas production than company officials have stated heretofore.

Mr. Wilson, chairman of a committee of the whole to whom was referred President Schmidt's street car loop ordinance, taking the cars off of the company's tracks, and the gas company, in turn, them on others farther away from the business center, announced that a public hearing on the measure will be given next Monday evening.

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FIRE BUG WORK SEEN IN \$175,000 LUMBER BLAZES

(Continued From Page One.)

wood were stored in the dry kilns, and this appears to be a total loss.

The fire was discovered shortly after 11 o'clock, in the east part of the building, in the dry kilns on the first floor.

Mrs. William C. Keeler, 1210 East Thirteenth street, first noticed the blaze and almost at the same instant Rufus Morgan, 1240 Deli street, night watchman at the Taige Mahogany plant, saw it and sent in an alarm.

The flames were confined to the east part of the building, where about 35,000 feet of veneered lumber was stored.

Firemen declare there were no signs of fire when they left the building at 2:15 o'clock, but dragged bundles of veneered lumber from the dry kilns and soaked it with water.

Morgan, the night watchman, however, declared the dremen did not complete their work and that the second fire started from the first.

SAYS HEARD SECOND FIRE.

He said he heard the noise of the second fire while he was in the boiler room and that the flames spread so rapidly he had difficulty in escaping from the building.

The lighted lumber made explosive, and for a moment the fire could be seen from a great distance.

As the flames mounted skyward, the second floor, supporting thousands of feet of lumber, gave way.

The heat caused the 45-foot steel smokestack on the roof of the boiler rooms to fold over and crash to the ground.

The officers of the Taige Mahogany Company are Otto J. Suesz, president; Charles L. Wehl, secretary; Peter Stinson, treasurer, and Charles E. Henshaw, vice president.

TALGE ONLY LIVES HERE.

Mr. Taige is the only officer of the company who lives in Indianapolis, and Stinson lives at St. Joseph, Mo., and Henshaw lives in Wisconsin.

The company employs 123 men and of this number seventy-five work in the building destroyed by the fire.

Detectors assigned to investigate the fire discovered that the second fire started by the fire bug who set fire to the William J. Jungius mill and lumber yard at 822 Massachusetts Avenue, Sept. 23, where the loss was \$100,000, and on the same night set fire to the lumber yard of the Otto J. Suesz Transfer and Storage Company, 920 Biddle street, where the damage was small; and to the Jungius lumber yard, which was set fire to the same night, the fire on that occasion being put out with a slight loss.

Seven mysterious fires have been found at the Taige Mahogany plant recently, firemen say.

On the occasion of the Suesz lumber yard fire the firebug was seen by W. B. Goss, 921 East St. Clair street, who said the man ran north.

EXPLOSIONS PRECDE LUMBER YARD FIRE.

GRAND JUNCTION, Colo., Oct. 5.—Tribute to the soldiers who fell in the world war was paid by Senator Warren G. Harding, who unveiled a bronze tablet in their honor at Spiegel Grove, near here, yesterday.

Approval of recent speeches by Senator Hiram Johnson, which contained endorsements of the party platform and Senator Harding's interpretation of it was expressed in a statement by Senator Harding.

Harding added he has been greatly pleased with the speeches of Senator Borah and said he knew he would be pleased just as much by those he will make in the future.

Harding said he was assured Borah would continue speaking.

Sullivan Man Is Hurt When Train Hits Auto

SPECIAL TO THE TIMES.

SULLIVAN, Ind., Oct. 5.—Raymond Sullivans, 23, son of Ed Snapp of Knox County, was injured yesterday Monday when a C. & E. I. train hit a truck in which he was riding at Carlisle.

All available fire equipment was in use and volunteers were aiding firemen.

Several railroad cars loaded with coal were blazing in the yards.

Coal piles along the tracks were afire.

Sullivan Man Is Hurt When Train Hits Auto

SPECIAL TO THE TIMES.

WASHINGTON, Oct. 5.—The Inter-

state Commerce Commission today sus-

pended until Feb. 2 the proposed in-

creased rates on coal from Kentucky,

Tennessee and Virginia to northern and

northwestern points.

Weds Boston Man



MRS. GOODWIN S. ELKIN.

A marriage which came as a surprise

to a number of friends was that of Miss

Maida Watkins, daughter of Mr. and

Mrs. O. L. Watkins, and Goodwin Sapp

Elkin of Atlanta, Ga., which a price