

AUTO RACER KILLED WHEN HIS CAR SKIDS

Harry Martin, Stutz Driver, Loses Life When Tire Blows Out.

HIS AID SERIOUSLY INJURED

Frank Agan, Mechanician, Also Caught When Machine Crashes Against Wall at the Speedway.

Harry Martin, auto race driver and mechanic for the Stutz Motor Car Company, was instantly killed, and Frank Agan, another mechanic for the same company, was seriously injured when their car turned over on the speedway track about noon today.

Martin and Agan were testing a Stutz racing car, and had just been signaled to stop by Harry Stutz as they rounded the northwest turn of the track.

A tire on their car blew out, and the car skidded into the cement wall. It tipped over on the track, and the men in the car were caught in the wreckage.

Instant Death Probable.

When Stutz saw the car overturn with the two men he and his companions, Gil Anderson, and R. E. May, a dealer from Chicago, ran to the scene, which was about a half-mile from the tape.

Martin was dead when they reached him, death having been caused by a fractured skull. Agan's injuries were of practically the same type as those which took Martin's life, though the cut on his head was not so deep. As quick as possible word was telephoned to the city hospital and the ambulance, with Dr. J. G. Kidd and two other doctors, soon arrived.

Slight Chance for Agan.

Dr. Kidd saw at once the critical nature of Agan's injuries, and gave orders that all possible speed was to be made back to the hospital in order to get Agan at the operating table as quickly as possible.

"If we can operate quickly enough there is a chance he will live," said Dr. Kidd.

Mr. Stutz and his companions followed the ambulance to the hospital and awaited the verdict of the hospital physicians before leaving. At the city hospital it was said this afternoon that Agan had suffered a fractured skull and numerous bad cuts and bruises, and that there was little chance for his recovery.

Had Completed Fast Lap.

Meets Death at Speedway



HARRY MARTIN.

PLANS CITY PICNIC SO HE CAN GET ACQUAINTED

MAYOR DOES NOT KNOW ALL HIS ADMINISTRATION MEN.

BASKET DINNER A FEATURE

In order, he says, to get better acquainted with city officials and employees, Mayor Shank has announced that a grand municipal picnic will be held in the next few weeks. There have been municipal picnics in the past, but the mayor says this one will eclipse them all. At some of the former municipal picnics, at which no women were present, there has been poker playing and beer, but the mayor says there will be nothing like that of the one to come. The mayor has never attended a municipal picnic.

A committee to arrange the picnic has been named by the mayor. It includes Edward J. O'Reilly, of the board of public works; Henry W. Klacsmann, city engineer; John B. Wood, secretary of the board of safety; Harry Newby, of the street cleaning department; Joseph L. Hogue, city street commissioner; J. H. Lowry, executive officer of the board of park commissioners, and Fred B. Akin, deputy city controller.

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TO HEAR REQUE FOR RATE BO

Interstate Commerce Commission Will Take Up of Eastern Road

BARE MAJORITY

Says Investigation Does Nearly Mean Freight Tax Admittedly Tax Law

WASHINGTON, June 21.—Today, in face of that expected today, was heard today by the Interstate Commerce Commission for a rate increase of from the eastern railroads. It will be decided, but not in principle. The decision to be reached by a bare majority. The Interstate Commerce Commission and the Interstate Commerce Commission will be held in a bare majority. The Interstate Commerce Commission will be held in a bare majority.

Order Is Explained

In connection with the order to hear the commission made today: "First, the fact that the Interstate Commerce Commission will be held in a bare majority. The Interstate Commerce Commission will be held in a bare majority. The Interstate Commerce Commission will be held in a bare majority.

Opinion of Dissenting

In dissenting from the majority to make the Interstate Commerce Commission said: "Nowhere in the law is the Interstate Commerce Commission authorized to fix absolute rates. It is authorized to regulate the Interstate Commerce Commission, but not to fix absolute rates. It is authorized to regulate the Interstate Commerce Commission, but not to fix absolute rates.

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A tire on their car blew out, and the car skidded into the cement wall. It turned over on the track, and the men in the car were caught in the wreckage.

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When Stutz saw the car overturn with the two men he and his companions, Gil Anderson, and R. E. May, a dealer from Chicago, ran to the scene, which was about a half-mile from the tape.

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BARE MAJORITY

Says Investigation Does Not Merely Mean Freight Tax Admittedly Tax Law

WASHINGTON, June 26.—The Interstate Commerce Commission today by a bare majority voted to refer to the Senate a bill which would amend the existing act which authorizes the Interstate Commerce Commission to regulate interstate commerce.

The bill is known as the "Freight Tax Bill" and is introduced by Sen. C. W. McNamara, of California. It would amend the existing act which authorizes the Interstate Commerce Commission to regulate interstate commerce.

Order to Explain

In connection with the Interstate Commerce Commission's order to explain the "Freight Tax Bill," the fact that the bill would amend the existing act which authorizes the Interstate Commerce Commission to regulate interstate commerce is being advanced as a reason for its introduction.

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Opinion of Disparaging

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Interstate Commerce
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BARE MAJORITY

Says Investigation Shows
Nearly Mean Freight Tar
Admittedly Too Low

WASHINGTON, June 10.—The Interstate Commerce Commission today announced that it will take up the question of the rate of freight on eastern roads.

The commission's investigation shows that the rates are generally too low, and that the carriers are not getting a fair return on their investment.

The commission will hold a public hearing on the matter next week, and will then report to the Senate and House of Representatives.

Ordered to Explain.

The commission ordered the carriers to explain why they are not getting a fair return on their investment. The carriers have a month to reply to the commission's findings.

The commission will also consider the question of the rate of freight on western roads, and will report to the Senate and House of Representatives.

Opinion of Disappointing.

The commission's opinion of the carriers' explanation was disappointing. The carriers had argued that the rates were too low because of the competition from other modes of transport.

The commission will now consider the carriers' arguments and will report to the Senate and House of Representatives.

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