

# LEAGUE COUNCIL MEETS PREMIER MUSSOLINI CHALLENGE

## LARGE CROWDS STILL FLOCKING TO STATE FAIR

Visitors Brave Mud and Rain to View Exhibits and Shows.

Doubtful eyes cast toward the sky. Mr. and Mrs. Indiana came to the State Fair today. Although heavy clouds and black, oozy mud greeted the early crowds, as the day progressed the clouds lightened and officials of the State's board of agriculture began to hope they would have a rainless day.

Rain Monday and Tuesday, the first two days of the fair, cost the fair about \$20,000, Lammie McPhetridge, in charge of advertising, estimated.

Even early this morning, when rain once more seemed to be on the program, the crowds refused to be depressed.

They were helped greatly by concession standholders who let down the awnings before their stands and made the streets ring with their cheery cries.

Ballyhoo men, too, called to the crowds to come in out of the mud and dampness and see the shows.

With a good will the crowd responded.

A check-up today showed an attendance 16,000 Tuesday. This did not include several thousand children, under 12, and old soldiers, who were admitted free.

Although the mark was only about half for the opening day, Monday, it out-reached the record of 12,353 for the second day last year.

The low attendance Tuesday was blamed on rain, starting about noon and becoming a hard downpour in a short time.

The Coliseum, large and dry, the Women's building and the Automobile Show were favorite gathering places. For those who were not greatly interested in horse and cattle judging in the Coliseum, there were band concerts, heard above the lowing of the herds.

The more gentle sound of hundreds of babies crooning and sometimes crying, pervaded the women's building. The tots were waiting to be examined in the Better Babies Contest. That was on the second floor.

Below, a style show in the morning and afternoon, and concerts three times a day were the chief attractions.

Tuesday's rain stopped that race.

But officials were hoping, as the fair opened today, that the clouds would lift enough to permit racing this afternoon.

## AMERICANS' FATE AS YET UNKNOWN

(Continued From Page 1)

An announcement from the Japanese home office, received by the Radio Corporation of America, officially estimated the number of dead in Yokohama at 110,000 and in Tokio at only 10,000. The injured are innumerable.

There were 273 earthquakes in Japan Saturday and Sunday, this wireless dispatch said.

Of these shocks 215 occurred the day of the great disaster. Fifty-seven were felt from 11 a. m. to 1 p. m. the day following.

Reconstruction work has already started in Tokio, the message said. Street lights have been restored in the Kershaw and Royama wards and in part of Yodobashi. The water system was put in working order Monday night.

In Yokohama the destruction is more complete than in Tokio. Only two houses are left standing, according to a report from the prefect of police. Portions of several Tokio wards are practically intact. These include Shiba, Azabu, Yotsuya, Ushigome and Hongo. A small part of Shitaya also was saved. The wards which burned include Kojimachi, in which the imperial palace was situated; Nihombashi and Kyobashi, where the principal business structures were located; Osakura, a middle class residential area, and Fukuyama, a slum.

A squadron of six warships with relief supplies from Kure arrived Monday at Shinagawa, Tokio and Yokohama.

A number of royal personages were killed or injured in the catastrophe. Prince Hiroko Kan-In, the Emperor's brother, was killed at Kamakura, where his summer villa is situated. Prince Moromasa Bigashikammyo died at Owara and Princess Yamashina at Kugenuma. Viscount Takahashi, the former prime minister, is reported safe. Previous dispatches said he was dead. The dowager Princess Kayo suffered severe injuries.

## MAYOR ON NEW CLEW

Mayor Shank today was investigating a new clew to the slayer of Robert Watson.

Captain Pope, mayor's investigator will be asked to trace clews given by a city mail carrier, who said a young man on his route answering Watson's description of the slayer disappeared from home the day of the murder. Watson was stabbed near his home, Aug. 16.

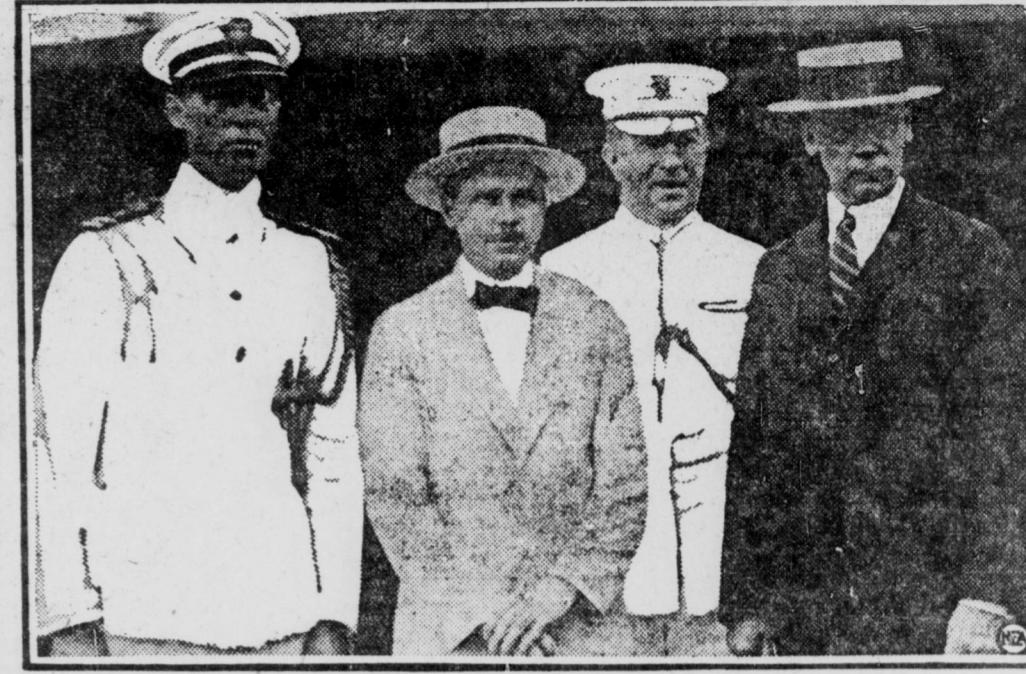
Printer Takes New Job

Mrs. Edith Best, for years a commercial printer, has entered the employ of the Pillsbury Flour Company, and will work in northern Indiana. She severed her connection with the print shop of the E. C. Atkins Company to take up her new work.

Husband Leaves With Car

Mrs. Fred Abbott, 1502 W. Twenty-Seventh St., today asked police to search for her husband, who had driven away from home in their automobile and has not been seen since. She asked authorities to take the car all before closing time.

## American Emissaries at Nippon Capital Safe



THIS IS THE OFFICIAL DIPLOMATIC GROUP IN JAPAN, WITH WHICH THE STATE DEPARTMENT AT WASHINGTON HAS FINALLY RE-ESTABLISHED COMMUNICATION. THE ABOVE PICTURE WAS SNAPPED ABOARD THE ADMIRAL LINER PRESIDENT MCKINLEY IN YOKOHAMA HARBOR, AT THE WELCOME FOR THE NEW UNITED STATES MINISTER. LEFT TO RIGHT, THE MEN ARE: LIEUTENANT COMMANDER HULINS, ASSISTANT NAVAL ATTACHE; HUGH H. WILSON, CHARGE D'AFFAIRES AT THE AMERICAN EMBASSY; LIEUT. COL. CHARLES BURNETT, AND CYRUS E. WOODS, NEWLY APPOINTED AMBASSADOR TO JAPAN.

## AUTO CRASHES IN NIGHT INJURE 3; 2 WOMEN ARE CUT

Machine Strikes Parked Car  
Owned by Traffic Officer.

Two women were cut, one seriously, and one man badly injured about the time an automobile accident Tuesday night.

Miss Harriett McCallister, 28, of 1307 S. High St., was cut about the head and sent to the city hospital when a machine in which she was riding with Oral L. Wright, 28, of 1315 Bellefonte St., struck another automobile at 626 S. Delaware St., at 2 a. m. today.

Wright told the police emergency squad that he failed to see a machine owned by John Moorman, 1446 Silver Ave., a police traffic officer. The car was parked at the curb. Police investigated the lights on the Moorman car and found the head lights burning.

Jesse Jones, colored, 229 S. Meridian St., was struck by a machine driven by C. T. Lykins, 4714 Ninsley Ave., at Pennsylvania and Ney York Sts. Lykins told police that Jones was intoxicated and when he placed him in his car and went into a building to call the police, Jones got out and disappeared.

Mrs. Elvina Smock, 1021 Churchman Ave., was cut about the arm and hand by flying glass when an automobile driven south on Delaware St. by her husband, James C. Smock, was struck by a heavy gravel truck, owned by G. W. McClinton, going east on Georgia St. It was being driven by Ed Miller, 25, of 135 S. Fleming Ave. Miller was arrested and charged with assault and battery.

Wilcox had been in the racing game for nearly eighteen years, having had the distinction of being the only driver participating in all of the eleven big local events. In 1919, driving a French Peugeot, Wilcox won.

In practically every other race he had placed within the money and in every contest he was a contender for first position as long as his car responded to the ever heavy foot.

At the last race Wilcox drove an H. C. S. Special and was an alternate leader with Tommy Milton, winner, until his clutch broke in the sixteenth

## BODY OF WILCOX ON WAY TO INDIANA

Funeral of Noted Driver Probably Will Be Held at Home  
Here Friday.

Funeral services for Howard S. ("Howdy") Wilcox, 34, last and most famous of the Indianapolis galaxy of automobile race drivers, who was killed Tuesday at Altoona, Pa., when his car overturned in the 200-mile race, probably will be held Friday, his mother, Mrs. B. A. Warbington, 2044 N. Meridian St., said today. The services will be held at the home of his mother, where he resided with his two motherless children, and burial will be in Crown Hill. Accompanied by Fred Dusenberg, owner of the car Wilcox drove when he was killed, the body will arrive in Indianapolis Thursday morning.

Was Driving Hard

Consistent with his habitual sportsmanship and daring, Wilcox was pressing his Dusenberg Special to the limit when this accident occurred.

Fighting for first place in the 117th lap, at a speed of 100 miles an hour, "Howdy" swerved his mount to a place of vantage on the board oval, the car spun on the oil-slicked surface and roared over several times.

His neck was broken. He died fifteen minutes later as he was being taken to an emergency hospital on the Speedway grounds.

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HOWARD WILCOX

lap. Acting as relief driver for Milton, Wilcox drove a beautiful race for forty-five laps, while Milton was having his blistered hands bandaged. Not only did he retain the lead Milton had accumulated but he pressed the diminutive special to a full lap lead on the

Sparks. Wilcox was born in Crawfordsville. His father died two weeks before "Howdy's" birth. At Indianapolis he attended Shortridge High School. Until the tutelage of the late "Johnny" Aitken, another Indianapolis race driver, Wilcox learned the first thrill of racing. Soon after entering the racing game, together with Don Herr, a former local driver, entered the taxicab business. In 1919 Wilcox sold his interest in this firm and devoted his entire time to racing and to the accessory firm he had established at 648 N. Meridian St., and which he operated at the time of his death.

He was a member of the Indianapolis Shrine and the Scottish Rite Lodge of Masonry. Surviving are the mother, two children, Howard S. 3; Marion Lucille, 2, and a brother, Harry, 21.

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