

SPEED KINGS READY FOR COMING STRIFE

Daring Drivers Tune Cars in Fast
Workouts on Indianapolis
Motor Speedway.

RACES TO START TOMORROW

De Palma, Livingston and Other
Famous Pilots Will Be Pitted
Against Local Men.

Driving at breakneck speed, the majority of the twenty-five pilots who have entered flying motor cars for the final race programs of the year, flew around the Indianapolis course yesterday from early morning until dusk. There was more than one exciting brush between rival pilots, and seconds were clipped off trial spins in a manner that promises much in the way of slaughters on Old Man Time tomorrow and Monday.

The two chief events in the card which will start at 1 o'clock tomorrow afternoon will be a 100-mile free-for-all and the Remy Brassard and Grand Trophy strife for the same distance. In each there will be a field of starters as renowned as any that has heard the crack of the pistol on the Indianapolis Speedway. In the free-for-all Joe Dawson, victor in the great Cobe Cup race and Ray Harroun, hero of many a gruelling motor battle, will be pitted against such noted speed merchants as Art Greiner, the famous Chicago amateur; Al Livingston, Illinois Trophy winner at Elgin, and Johnny Aitken, one of the most daring drivers in the land, all of whom will be in Nationals; Ralph De Palma in his monster 120-horse-power Benz, and Galen and Pearce in the Fiat.

BASLE IN MATHESON HERE

Other drivers and their cars will be Lee Frayer in a Firestone-Columbus, a car which has won many honors on Ohio tracks; Jap Clemens, the veteran Indianapolis pilot, who will be at the wheel of the Speedwell; Harry Knight, a local youth who will guide the Westcott; John Jenkins of Indianapolis, who will be in the big American underslung, and Charles Basle in a Matheson "six".

The Remy Brassard and Grand Trophy, one of the most attractive prizes that ever entered a motor car pilot into conflict, is coveted by twelve drivers. The Brassard pays a salary of \$75 a week to the winner if his car carries a Remy magnet, otherwise \$50. Dawson and Harroun are both out of this rich reward, while two other Indianapolis pilots, Greiner and Charley Merz, flying the colors of the National, will seek the arm-band with its attendant salary and the magnificent silver trophy which accompanies it.

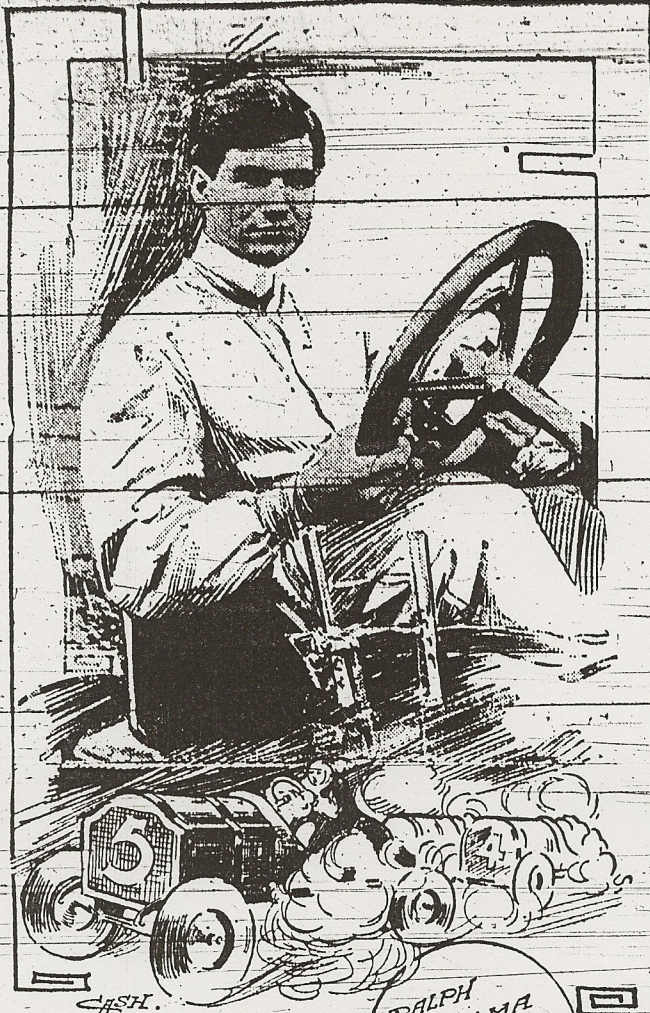
Two cars of 1911 design have entered. They are the McFarlan "sixes," which, driven by Barndollar and Clemens, will make their debut in the racing game. Ireland will pilot a Midland in this event and Frayer will have a Firestone-Columbus. Both the Fals have been nominated for the century run, while Fritsch, who entered his Cno yesterday, and Stinson, in a Black Crow, will make his bow on the Speedway tomorrow, in the opinion of many followers of the racing game, is the equal of Barney Oldfield.

DE PALMA HEADLINER

In two years this dark-skinned youth has hurled mighty cars with tremendous horse power around circular tracks and speedway courses with phenomenal success. A pair of speed creations, wrought with patience and the ingenuity of Italian skill, awaits the guiding hand of this young man of fearless heart.

With the Fiat De Palma has become famous in the world of motor racing. With the "little" Fiat Cyclone of ninety horse power the Italian startled the world in the summer of 1908 when he established a record of 50.4-5 upon a mile dirt track

Italian Speed King Who Will Race Here



Ralph De Palma, the noted Italian racing driver, has entered his Cyclone Flyer and his 200-horse-power Fiat in the speed program which begins at the Speedway tomorrow and ends Monday. De Palma will drive in the grand prize race Oct. 15.

quiet. Lytle's left leg has been put in a plaster cast and the nervous speed king chafes as he is compelled to lie absolutely still. His wife will be allowed to see him only for fifteen minutes daily for the next thirty days.

The officials of the meet began to arrive yesterday and by tonight all of them from out of town are expected. The honorary referee will be Lewis R. Spear of Boston; the referee will be C. W. Sedwick of Indianapolis and the others are: Starter, E. J. Wagner, New York; announcing director, Thomas Hay, Chicago; board of judges, Will H. Brown, H. O. Smith, J. J. Cole, Max Parry, S. W. Elston, E. G. Sourbler, all of Indianapolis; Frank Remy and C. W. Hooven, Anderson; Patrick Lynch, Newcastle; chief timer, W. C. Poertner, New York; board of timers, John Cox and Earl Hauch, Terre Haute; F. B. Willis and J. C. Stiles, Indianapolis; director of scorers, Jack Barclay, Indianapolis; technical committee, M. E. Edwards, Chicago. S. M. Butler of New York will be chairman of the contest board. Mr. Sedwick will represent the A. A. A. racing board and George Weidley of Indianapolis will be the handicapper. The staff of surgical directors will be headed by Dr. Frank Allen of Indianapolis.

APPEL AND TRASK LOSE IN CINCINNATI TENNIS MATCHES

Written in Doubles

NORTHLANDS LIE AT MERCY OF EUROPE

Scandinavian Countries Occupy
Peculiar Position in Inter-
national Rivalry.

RUSSIA GAZES HUNGRILY

Sweden and Norway May Some-
Day Be Bargained Off
to Bear.

BERLIN, Sept. 1.—What Russia does to Finland the Emperor of Germany and his advisers do not particularly care, but any attempt on the Czar's part toward the Russification of Scandinavia would interest them a great deal, and this is just what they are beginning to suspect the St. Petersburg government has in mind.

By the great masses of people the Russian attitude toward the Finns is wholly misunderstood. The popular view is that the Czar wants to crush Finland's free institutions and to reduce the Finns to the level of the vodka drinking, downtrodden animal like Russian peasants purely because he is a despot and a reactionary.

It is true, too, that Russia's treatment of Finland is cruel and oppressive, but it is not true that Nicholas has adopted this policy from mere love of despotism. His real reason is that he considers the Russian empire's interest so closely connected with Finland's destinies that he deems it necessary to make the latter country a mere Russian province, instead of an independent, self-governing nation, as it has been hitherto.

POLICY ONE OF EXPANSION.

Russia's policy, like the policy of every other great power, is one of expansion. The United States, England, Germany, Austria, and more recently Japan, have all trodden the same path and adopted more or less the same methods.

The essential feature of all Russia's plans for expansion has been the necessity of obtaining an outlet to the open sea. Each great power has some such underlying principle, the observance and advancement of which is essential to its safety. The United States has the Monroe doctrine. England's efforts are directed toward the defense of its insular possessions by the possession of an invincible navy. Germany is forced to seek fresh fields to accommodate an increasing population, and so on.

Russia must get to the open sea or sink to the level of a second-rate power. Nature was unkind to Russia in the matter of coast lines. Its only route to the open ocean lies through the Arctic circle, and this route is closed by ice for a considerable portion of every year. The outlet through the Baltic is controlled by other countries and the outlet through the Black Sea is also unavailable in case of an emergency. Indeed, the passage of Russian warships through the Dardanelles is permanently prohibited by international treaty.

RUSSIA'S LONG STRUGGLE.

For decades—yes, for centuries—Russian policy was directed toward the task of seizing Constantinople and the Dardanelles and thereby obtaining an exit to the Mediterranean and thence to the seas of the world. In many diplomatic contests, England and Austria were pitted against Russia to prevent the realization of this plan.

Frustrated by its rivals, superior strength in its efforts to secure the desired outlet to the southward, Russia turned its energies to the far East. The manner in which this attempt resulted is still fresh in the public memory. Japan rose up and effectually destroyed all hope of a Russian seaboard on the Pacific.

Every failure of Russian policy has been followed, however, by an attempt to accomplish the same result in another direction. When it became evident that the Mediterranean outlet was out of the question, Muscovite diplomacy centered its thought on the Orient. Being de-

CHASES BOMB SUSPECT

OHIO SHERIFF TRAILS CLEW

Rewards Amounting to \$1,100 Offered
for Capture of Man at Columbus
Believed Responsible for Dynamite on Car Tracks.

COLUMBUS, O., Sept. 1.—With a let-up in rioting and dynamiting in the car strike situation, the authorities tonight centered their energies on capturing Alfred Strader, a young resident of Grove City, whom deputy sheriffs fired upon in a vain effort to run him down near his apartments on the West Side. Sheriff Sartain, who holds Strader responsible for most of the dynamiting, has offered a personal reward of \$100, and the Chamber of Commerce a reward of \$1,000 for his capture. Strader is thought to have fled the city on a Hocking Valley train.

HARMON WILL NOT ACT.

which, driven by Barendse and Clemens, will make their debut in the racing. Ireland will pilot a Midland in this event and Frayer will have a "Prestone-Columbus." Both the Fals have been nominated for the century run, while Fritsch, who entered his Clio yesterday, and Stinson, in a Black Crow, will complete the field.

De Palma, who will make his bow on the Speedway tomorrow, is in the opinion of many followers of the racing game, is the equal of Barney Oldfield.

DE PALMA HEADLINER.

In two years this dark-skinned youth has hurled mighty cars with tremendous horse power, around circular tracks and speedway courses with phenomenal success. A pair of speed creations, wrought with patience and the tenacity of Italian will, now await the guiding hand of this young man of fearless heart.

With the Fiat De Palma has become famous in the world of motor racing. With the "little" Fiat Cyclone of ninety horse power the Italian started the world in the summer of 1908 when he established a record of 50.4-5 upon a mile dirt track at St. Paul. Since then the name of De Palma has been linked with that of his foreign speedcraft in a score of record-breaking achievements against the foremost men and machines of this and other countries.

The red "Cyclone," with its short wheel base and the marvelous motor, is still one of De Palma's mainstays, but he has accumulated another speed demon, which boasts of more than 200 horse power. The big machine is a 12-cylinder with a motor with a 7 1/2-inch bore and 6 1/2-inch stroke. This magnificent specimen of foreign automobile art is unquestionably one of the fastest cars ever built and in the hands of the death-defying De Palma is expected to shatter Speedway records.

The ninety-horse-power Cyclone motor is a long-stroke type, having a bore of 6 1/2 inches and a stroke of 7 1/2 inches. It has been the little car with which De Palma has hurled so swiftly around the dirt tracks. Short, low and weighing only 1,800 pounds this speed merchant has shattered marks which Oldfield's German car has not been able to better. The big Fiat, with the monster short-stroke engine, weighs about 2,800 pounds and is regarded as almost unbeatable at fifty miles or under.

MARMON TO RACE FIAT.

The new Marmion creation, the product of Ray Harroun and Howard Marston, has a four-cylinder motor with a 4 1/2x6 1/2-inch stroke. The "Yellow Jacket," under the guidance of Harroun, and one of the two Flats will clash Saturday and Monday. These events should be among the most spectacular ever staged on the far-famed Indianapolis course.

De Palma was not an unknown when he entered the automobile speed game in 1908 in 1908. He was a well-known pilot in the motorcycle sport. In that year he was the king of the two-wheeled stars, and left the honors to become a mechanic for the Allan-Kingston motor concern. He made his debut as a pilot of high-powered cars in 1908, when he drove an Allan-Kingston in the Brainerd, and after five trips around that treacherous circuit ditched the big car when taking a dangerous turn. A few weeks later he entered the field with the Fiat, and since that time he has handled nothing but the celebrated Italian craft.

De Palma drove once upon the Speedway last August in a big Italian stock car, but he has never unleashed one of his space-eating specials. He declared that conditions for the present meeting are ideal, and those who have watched his performances feel that when the smoke of competition has blown tomorrow De Palma and the Flats will be enrolled higher on the list of gasoline heroes.

GRAND-PRIZE CAR IN.

After pursuing millionaire Charles Schroeder about the country by messages and telephone calls for three days, he was located late yesterday afternoon and his consent secured to allow his underslung American car to be entered in the Speedway races. The car was under contract to be delivered in New York Sept. 1, where driver Louis Disbrow was to take charge and tune it up for the Vanderbilt and Grand Prize races, but the American Company was eager to have it entered in the local events, and managed to secure Schroeder's consent to the delay.

While John Jenkins, who will drive here, has not had a great deal of experience in the racing game, he is noted for his cautious and careful piloting, which is expected of him by his friends, and he says that the driver, who defeats him, will have to shatter records.

Schroeder's American Speedster is a duplicate of the car driven by Herbert Lytle in his brilliant victories at Atlanta. It is also a replica of the car in which Lytle suffered a broken leg at the Speedway this season. In the tuning up at the Speedway yesterday Jenkins sent the American around the big brick saucer at a speed which caused President V. A. Longaker of the American Company to look at his stop watch and smile. He refused to give out any figures.

"The car will be eligible only for the free-for-all and special events, as the American Motor Car Company has not patched up its differences with the Technical Board of the A. A. C. and the car can not be raced in stock car.

LYTLE IN HOSPITAL.

Lytle, who was thrown from the American and injured in the ten mile free-for-all at the Speedway, May 23, has been

oratory referee will be Lewis H. Sedwick of Indianapolis and the others are: Start, J. J. Wagner, New York; announcing director, Thomas Hay, Chicago; board of judges, Will H. Brown, H. O. Smith, J. J. Cole, Max Parry, S. W. Elston, E. G. Sourbier, all of Indianapolis; Frank Remy and C. W. Hooven, Anderson; Patrick Lynch, Newcast; chief timer, W. C. Poertner, New York; board of timers, John Cox and Earl Hough, Terre Haute; P. H. Willis and J. C. Stiles, Indianapolis; director of scoring, Jack Turley, Indianapolis; technical committee, E. B. Edwards, Chicago; S. M. Butler of New York will be chairman of the contest board. Mr. Sedwick will represent the A. A. C. racing board and George Weldley of Indianapolis will be the handicapper. The start of the grand event will be headed by Dr. Frank Allen of Indianapolis.

APPEL AND TRASK LOSE IN CINCINNATI TENNIS MATCHES

Indianapolis Players Beaten in Doubles by Bishop and Sweetzer—Holden Wins Again.

CINCINNATI, O., Sept. 1.—New Jersey, New England, Philadelphia and Cincinnati are represented among the semi-finalists of the tri-state tennis tourney. R. H. Palmer of New Jersey, Richard Bishop, the New England crack; Wallace Johnson of Philadelphia and Reuben A. Holden of Cincinnati won their way into the semi-final round today. With two exceptions, the matches were won in easy fashion. Summary:

Men's Singles (fifth round)—R. H. Palmer defeated C. O. Benton of Cincinnati 8-6, 6-2, 6-2; Richard Bishop defeated Nat Thornton of Atlanta 7-5, 6-1, 6-2; R. A. Holden defeated John Wentz of Cincinnati 5-7, 7-9, 6-3, 6-2, 6-2; Wallace Johnson defeated W. M. Hall 10-12, 2-6, 6-2, 6-2, 6-0.

Ladies' Singles (third round)—Miss Rheta Fairhairn defeated Miss Helen McLoughlin 6-4, 6-2.

Mrs. C. N. Beard defeated Miss Helen Ratterman 6-0, 9-11, 6-2; Miss Martha Kinsly defeated Miss Ruth Sanders 0-6, 6-1, 6-1.

Miss Miriam Steever defeated Dr. Jane Craven 6-1, 6-3.

Men's Doubles (third round)—Breed and Hawk defeated Writblin and Lush 6-3, 6-3, 6-0.

Bishop and Sweetzer defeated Appel and Trask 6-1, 6-2, 6-4.

Thornton and Marty defeated Ashton and Battle 6-2, 6-3, 6-4.

Emil Pearson and Holden defeated Denman and Spencer 6-2, 6-1, 6-0.

Ladies' Doubles—Misses Kinsey and McLoughlin defeated Misses Hunt and Neff 6-3, 6-4.

Miss Steever and Dr. Craven defeated Misses Sanders and Werk 6-0, 6-4.

HE, ASKED TO BE ARRESTED.

Baltimore Youth Breaks Lamp and Goes to Jail.

BALTIMORE, Sept. 1.—"I want you to arrest me," said Joseph Rielander, 21 years old, 1614 Burrough street, to Patrolman Quilty, who was standing at Fort avenue and Burrough street early in the morning.

"Young man, I can't arrest you unless you have violated the law," responded the patrolman.

"You might as well lock me up now. My mother is going to have me arrested when I get home," continued Rielander. "I can't do it. You ought to go home," said Patrolman Quilty.

"If you can't arrest me unless I violate the law I can fix that part of it," the young man said. He then stepped to the street, and picking up a cobblestone threw it at a street lamp, breaking the glass globe. He then walked to the patrolman and surrendered.

At the Southern Police Station, where he was charged with destroying city property, Rielander told Justice Johansen that he wanted to be arrested because his mother was going to have him locked up any how. Rielander was fined \$10 and costs and committed to jail in default of the fine.

Mrs. Lena Rielander, mother of the young man, said that she had threatened to have her son arrested because he would not work. "Joe has gotten in a crowd of young men who have had influence over him," she said. "He was a good child, but in recent years he has refused to work, and I told him if he would not take care of a position when he got one that I would have him arrested."

BITING DOG A TOWN HERO.

Chewed Catches and Populace Subscribes Him Tag.

YORK, Pa., Sept. 1.—The appointment of Charles and Wesley Miller as dog catchers for the borough of Spring Grove, this county, where every canine tagged with a brass collar of "friends," is causing much ill feeling.

"Foxy," an old pensioner, with a reputation for eating pins, bit one of the dog catchers who attempted to capture him, and now the borough residents have expressed their indignation by subscribing

Rewards Amounting to \$1,000 Offered

for Capture of Man at Columbus

Believed Responsible for Dynamite on Car Tracks.

COLUMBUS, O., Sept. 1.—With a let-up in rioting and dynamiting in the car strike situation, the authorities tonight centered their energies on capturing Alfred Strader, a young resident of Grove City, whom deputy sheriffs fired upon in a vain effort to run him down near his apartments on the West Side. Sheriff Sartain, who holds Strader responsible for most of the dynamiting, has offered a personal reward of \$100, and the Chamber of Commerce a reward of \$1,000 for his capture. Strader is thought to have fled the city on a Hocking Valley train.

HARMON WILL NOT ACT.

Citizens who talked with Governor Harmon before his departure from the city said he had informed them that he would take no steps toward complying with the demand of union leaders that he call upon the railway company to arbitrate until lawlessness is entirely ended. The unionists disclaim responsibility for the dynamiting.

G. W. Savage of the state labor conference, who called on the Governor, said the conference would be resumed probably Saturday and that then action would be taken on the Governor's refusal to act. In the event that he has done nothing by that time.

The history of the strike, which is being compiled for the benefit of Col. Roosevelt, will be given to John Mitchell, former miners' president, for transmittal to Roosevelt.

TWO-HEADED SNAKE KILLED.

One Head Blind, but Could Bite, as Captor Found to His Sorrow.

TOWANDA, Pa., Sept. 1.—H. C. Spencer of Mt. Lake, four miles from Towanda, brought to the county seat a snake with two heads. The reptile, which was of the garter variety, was beautifully striped and two and one-half feet long.

Mr. Spencer found the snake in a shock of oats and picked it up intending to snap its head off. While getting a strange hold on one head, the other head took hold of Mr. Spencer's thumb and then for the first did he realize that the reptile had two mouths. The extra head is near the regular one, and the second neck is about two inches long. The extra head appears blind, but rudimentary eyes can be seen with the aid of a magnifying glass. It is one of the most peculiar appearing reptiles ever killed or captured in this land of snakes.

STREETS PAVED WITH GOLD.

Oregon Towns Make Boast, but Deny Being New Jerusalem.

PORTLAND, Ore., Sept. 1.—Oregon has two cities whose streets are paved with gold, and neither lays claim to being the New Jerusalem either. Medford and Jacksonville are the towns with the expensive pavements.

Sand used in the cement sidewalks of Jacksonville is taken from the tailings of the Opp Mine, an extensive gold producer. These tailings were piled up before the construction of the cyanide plant and not all the gold was extracted from it. The tailings will run \$1 to the ton in free gold.

The same material is used in paving the Medford streets. It is estimated that Medford pavements have more than 430,000 contained in them, exclusive of the cost of these improvements to the municipality.

BEEES PEEVED, BREAK UP SALE.

Too Much Inspection Brings Them From Hive Upon Bidders.

YORK, Pa., Aug. 30.—While an auctioneer at the sale of the property of Mrs. Harvey Snell, at Craleyville, this county, was asking for bids upon a hive of bees the little honey makers became ruffled at the inspection to which they were subjected. They sallied forth, putting to flight a hundred or more people, including the auctioneer. The number was stung and the sale had to be postponed until the bees settled into the hive again.

JAY COUNTY RACES TODAY.

PORTLAND, Ind., Sept. 1.—Because of rain which fell all last night today's race program of the Jay County Fair was postponed until tomorrow, when eight races are scheduled with total purses of \$2,100.

PITCHER ESPER DIES.

PHILADELPHIA, Pa., Sept. 1.—Charles Esper, formerly pitcher for the old Athletics of this city, in the American Association, died here last night of Bright's disease.

Russia in peninsula promoted by international treaty.

RUSSIA'S LONG STRUGGLE.

For decades—yes, for centuries—Russia's policy was directed toward the goal of seizing Constantinople and the Dardanelles and thereby obtaining an exit to the Mediterranean and thence to the seas of the world. In many diplomatic contests, England and Austria were pitted against Russia to prevent the realization of this plan.

Frustrated by its rivals' superior strength in its efforts to secure the desired outlet to the southward, Russia turned its energies to the far East. The manner in which this attempt resulted is still fresh in the public memory. Japan rose up and effectually destroyed a hope of a Russian seaboard on the Pacific.

Every failure of Russian policy has been followed, however, by an attempt to accomplish the same result in another direction. When it became evident that the Mediterranean outlet was out of the question, Muscovite diplomacy centered its thought on the Orient. Being defeated there, it has turned to the North west.

Russia is separated from the North Sea only by the narrow strip of Scandinavia. A short excursion across the Scandinavian peninsula, through Sweden and Norwegian territory, would bring the czar, to his long desired all-of-free access to the ocean.

SWEDEN SMALL AND WEAK.

Sweden is a small, weak power. Norway is still smaller and still weaker. Neither of them represents any real obstacle to the vast forces of the Russian empire.

Viewed in this light, there can be little doubt that recent developments in Russian policy in Finland have been merely preparatory to a Russian advance to the open ocean across Sweden and Norway.

But Finland is an alien province, with a largely alien population, closely allied to the Swedes by ties of religion and culture. It is an obstacle to Russian expansion in the direction Russia most desires and as such an obstacle. It is evident that the heads of the St. Petersburg government have decided that it must be removed.

That is the long and short of Russia's oppression of Finland. Having made its position there secure, the advance toward the open ocean will inevitably follow at a later date. It would be imprudent to contemplate the larger plan until the basis of action—Finland—had been made safe and secure.

As for Sweden and Norway—their on hope lies in the other great powers' objection to their annexation by Russia. Among themselves the Scandinavians stand not the slightest chance of successfully resisting Russian aggression. They can do no more than appeal to England and the other powers for support.

GUIDED BY OWN INTERESTS.

Whether the outside assistance upon which the two little countries must depend will be forthcoming, is a matter for the future. The great powers' policy will be guided solely by their own respective interests.

If England's interests are served in defending Sweden and Norway against Russia, England will undertake the defense. If German interests are served, will be undertaken by Germany. But no great power finds it desirable, from its own standpoint, to resist the Russian advance, then the Swedes and Norwegians must make up their minds to accept the loss of a large portion of their territory, at least, or to perish in a futile attempt to resist the advance of the 'czar' to them, irresistible glories.

Should the war be waged very soon, Germany would be most likely to step in the breach. Russia is England's friend at present and it is highly improbable that the Kaiser would enjoy the prospect of so convenient a union of their naval strength. Not, indeed, that Russia is much naval strength just now, but with England's aid it might have in a few years. And England, on the sea, is quite as strong already as Wilhelm likes.

An advance across the Czarna water frontier he could easily keep the latter quite busy enough to put a stop to its prospective Scandinavian annexation. As it would be a situation in which England could be of practically no assistance to Russia, for the fighting would all be on land and England has no army worth mentioning.

This condition of affairs may change any day, however. Germany and its allies are hungry. They are eager to exert their power into the southeast and Russia acts as a check upon them. By leaving the field clear for them there, Russia could probably quite easily buy Germany acquiescence in a Scandinavian grab. If a bargain would be a good one for Russia, and from Germany's standpoint, not bad. If it felt sure of Russia's continued friendship, England would not be likely to object to seeing the latter strengthen itself by providing always, of course, that it did not become dangerously strong.

Summed up, Sweden's and Norway's fate depends upon a continuation of bitter enough jealousies among the great powers to prevent Russia from purchasing their acquiescence in its Scandinavian plans by concessions in other directions. At this psychological moment it is doubtful if Russia will find a chance sooner or later, to strike such a bargain.

In short, the outlook for Sweden and