

# PROTOS AT MOSCOW AFTER A FAST RUN

Germans Report That the American Car Is Thirty Hours Behind Them.

## FIND A HEARTY WELCOME

Russian Automobilists Insist on Entertaining Them—Much Interest in the Race at Berlin.

### POSITION OF THE NEW YORK TO PARIS RACERS.

158th Day of the Race.

Car.	Last Reported.	From New York.	To Paris.
Protos.	Moscow, July 18.	18,468	2,612
Thomas.	Viatka, July 15.	17,401	3,000
Zust.	Irkutsk, July 1.	14,779	6,301
Distance from New York to Paris, 21,080 miles.			
From New York to Vladivostok, 12,800 miles.			
	From Vladivostok.	Miles.	
Vladivostok.	Miles.	To Kainsk.....	3,204
To Harbin.....	257	To Omsk.....	3,408
To Tzitzikar....	700	To Oufa.....	4,202
To Chita.....	1,420	To Viatka.....	4,601
To Verkhneou-dinsk.....	1,760	To Kasan.....	5,049
To Missovala....	1,872	To Moscow.....	5,668
To Irkutsk.....	1,979	To St. Petersburg.....	6,203
To Kansk.....	2,373	To Kovno.....	6,837
To Tomsk.....	2,960	To Berlin.....	7,587
To Obi.....	3,017	To Paris.....	8,280

Special Cable to THE NEW YORK TIMES.

BERLIN, July 18.—Lieut. Hans Koepen

piloted the German Protos car into Moscow at 9 o'clock to-night, he telegraphed the Zeitung am Mittag, and was triumphantly received by the Russian Imperial Automobile Club, which sent as an escort a squadron of fifty cars 25 miles out of the city to greet the German Lieutenant. According to the best information that Koepen can give, he is thirty hours ahead of the American Thomas car, which has been reported to him as entering Kasan, 500 miles east of Moscow, on Friday afternoon at 4 o'clock. The Protos arrived at Nijni Novgorod at 5 o'clock this morning and left at 8, running the intervening 270 miles to Moscow in thirteen hours, at an average speed of better than 20 miles an hour. The German Lieutenant determined to-night to give the car and crew a rest, though the crew will be entertained at a banquet at the Moscow Hermitage as guests of honor of the Imperial Automobile Club and will get little rest.

The German Lieutenant is delighted with his success in getting first to Moscow, and telegraphs the Zeitung am Mittag that he is now determined to keep the lead in the great race, especially to St. Petersburg, which he hopes to reach by Monday night, in order to win the splendid silver trophy offered by the St. Petersburg Automobile Club to the first competitor to reach the Czar's capital.

It was Koepen's intention to take advantage of a splendid moon to hike out of Moscow to-night and begin the 500-mile stretch to St. Petersburg, but the plans of the Imperial Automobile Club caused him to stay over. He telegraphs he may yet leave after midnight.

The Germans anticipate entering Berlin early next week, where, since the phenomenal showing of the German cars in the Grand Prix race at Dieppe, there is a remarkable interest in the progress of the country's representative in the New York to Paris race. If a victory can be scored in this event, it will be held to clinch Germany's claim to the motor supremacy of the world.

While Lieut. Koepen reports to Berlin that he hears the Thomas car arrived at Kasan on Friday afternoon at 4 o'clock, thirty hours behind the German car, the absence of any direct report from the American car would indicate that the German Lieutenant is misinformed, especially in view of the fact that to run to Kasan would mean that the Thomas would go miles out of its way from its last reported position at Viatka. Viatka is located far north of Kasan on the line of railroad from Perm to St. Petersburg, something more than 800 miles distant from St. Petersburg to the eastward. It seems hardly likely that the American car would make the detour in order to touch Moscow with no reason for passing through that city.

The probability is that Koepen has heard that Schuster, the American driver, is at Kasan, where he went for extra parts for his car, and presumed that the car was there as well.