

AUTO RACERS CAMP IN SIBERIAN WILDS

Thomas Is Disabled and Members of Crew Have a Long, Dangerous Wait.

RUSSIANS SEND SOLDIERS

Protos Car Is Overturned Into a Ditch After Leaving Tracks—Thomas Starts Again.

Special Cable from THE NEW YORK TIMES'S Staff Correspondent with the Racers.

POGRANITCHNAYA, Siberia, via Nikolsk, June 4.—The Thomas car left Pograditchnaya (144 miles from Vladivostok) last Friday on its way to Paris. Fifteen miles out on the unballasted track the driving gear was stripped. Fortunately a road crossing was near and the Thomas was pushed off the track.

George Schuster, the driver, and the correspondent of THE NEW YORK TIMES walked back to Pograditchnaya in the blazing sun, and Schuster took a train for Harbin to get extra gearing. Three days were required for the round trip.

Reminded of Tigers and Bears.

The correspondent meanwhile bought camp supplies for the others of the crew in the Chinese Custom House. He saw while in the town the skin of a tiger that had been shot only fifty miles away. Also, in the yard of a barber shop, he saw chained two bear cubs that had been caught in the neighborhood of the railroad.

The Russian officials sent the correspondent and the supplies back, accompanied by coolies, on a hand car. The stranded automobilists then erected a patchwork tent of pieces of canvas and rubber coats, which were put over a framework of old railroad timber. They made kitchen utensils out of tomato cans and copper wire.

The camp was located in an uninhabited plain, surrounded by mountains. The night was melancholy, and the only noise was the frog chorus. Songs failed to relieve the loneliness.

Guarded by Russian Soldiers.

It was arranged that the men should stand guard in turns. THE TIMES'S correspondent drew the first watch. He had just begun his cheerless duty when footsteps were heard. He prepared to meet robbers, but the visitors were two soldiers sent by the commandant of the Pograditchnaya garrison with a hundred rounds of ammunition each and fixed bayonets. They were accompanied by three watchdogs.

The soldiers quickly extinguished the camp fire, saying it would be too good a mark for the Hunchuses.

At sunset next day a big gray wolf was seen a hundred yards from the camp. That night bands of wolves were howling in the neighboring mountains.

The camp soon became a scenic feature of the railroad. The windows of all the trains were filled with people looking at the Paris racers. The days were blazing hot, but the nights were very cold. All the baggage had been sent to Harbin except the overcoats, toothbrushes, and an extra pair of socks each. To make matters worse there were thunder showers and one hailstorm. The tent proved chiefly useful as a sun shade, as it gave no protection from the storms.

Trouble Over the Railroad.

Finally Schuster returned with the gear and the car was repaired. Meanwhile the automobilists had been forbidden to use the railroad. There were only mountain trails to Handashadzy and the Thomas car seemed bottled up. M. Neuville, representative of the Paris *Matin*, appealed to Gen. Horvatt at Harbin for relief.

Gen. Horvatt said that the Protos car had delayed the mail train for over an hour, and also other trains. He said he would again allow the automobilists to use the track if they would carry a railroad official with them. Capt. Zamareff was deputed to accompany the Thomas.

Grand Duke Interested.

On the train on which M. Neuville returned to Pograditchnaya was the private car of Grand Duke Serge Nicholovitch, one of the Auto Race Committeemen. He told M. Neuville that he had the greatest interest in the progress of the race. He wanted to see the automobilists, and ordered the engineer to stop the train whenever he should see an automobile.

Tuesday, near Imianpo (384 miles from Vladivostok) a train was stopped by the Protos. When forbidden to use the tracks the Germans took to the road. The car slid into a gully, and is now overturned. The Duke walked a quarter of a mile to see the Protos. The crew is unhurt, but I can say nothing about the car. The Duke's train was delayed for some time. It passed the Thomas in the night time, but the Duke asked M. Neuville to send him photographs of the car and the crew and their camp.

The Thomas started over the railroad ties on Wednesday for Handanu. A handcar is following it with a telegrapher, coolies, and eight planks to bridge the unballasted places.

PROTOS PROTESTED.

Thomas Company Demands Cup for Its Car in Race.

E. R. Thomas, as President of the E. R. Thomas Motor Company, has formally protested against the continuance of the

German Protos car in the New York to Paris race, and claimed the cup offered by the Paris *Matin* to the winner of the contest. The protest is based on the shipment of the German car by rail from Pocatello, in Idaho, to Seattle, Washington, prior to the departure of the cars to Siberia from Seattle. The claim on the cup is based on the withdrawal of the other cars from the race.

The commission recently in Paris passed on the status of the Protos car and penalized the Germans fifteen days for having taken the train in the United States in addition to the fifteen days allowed the Thomas car for its trip to Alaska. Mr. Thomas asks the reconsideration of that decision on the ground that the Protos car has not been subjected to a strain equal to the Thomas's test. The protest, which was received in THE NEW YORK TIMES office yesterday, reads:

While we admire the splendid pluck and endurance of Lieut. Koeppen of the Protos car, and all other contestants, and have nothing but the kindest feelings for them, the New York to Paris automobile race is a most serious undertaking, involving reputation, money, endurance of car and men to the extreme, and sentiment or errors should have no place in the decision.

We, therefore, respectfully but earnestly protest the Protos as a further contestant for the cup, and respectfully insist that the Thomas car has won the cup, all other contestants, except the Protos, being formally withdrawn. The reasons assigned are as follows:

At the meeting held in New York City just previous to starting of the race, at the office of THE NEW YORK TIMES, some of the contestants proposed shipping the cars by rail from Ogden to Seattle, in order to get to Alaska by April 1. The representative of the Thomas car refused his consent—Lieut. Koeppen being present—to deviate from the condition of the race which compelled each car to proceed under its own power overland from New York to San Francisco, and thence to Valdez by water.

The Thomas car has most faithfully complied with all the conditions of the race. It proceeded under its own power from New York to San Francisco, a distance of 8,832 miles, over the Sierra Nevada and Rocky Mountains, through Death Valley, to San Francisco. The roads were worse, the car was damaged more, and the strain to the car greater, than any other part of the contest. The Thomas proceeded to Alaska and then returned, finding roads absolutely impassable, and then went overland over Japan, all of which was additional strain to the car.

The Protos car, knowing that the Thomas representative had refused his consent, was shipped from Pocatello, Idaho, to Seattle by rail, and from there by steamer to Vladivostok, avoiding a distance of 1,870 miles. (1,200 miles, the Alaska distance, also.)

The possibility of other contestants shipping by rail from Western points to Seattle was widely published in the newspapers, and instructions were published from Marquis De Dion and others to proceed overland and not ship by rail, and Lieut. Koeppen must have known that all other contestants proceeded overland, as all of them were many days ahead.

The conditions were a matter of public knowledge, widely published throughout the country. THE NEW YORK TIMES, one of the sponsors, officially by publication declared the Protos car out of the race, and hence ignorance of facts so widely known should not be regarded as sufficient to deprive the Thomas car of a victory so hardly bought and dearly won.

Under these conditions, we earnestly beg that the committee will reconsider its decision to allow the Protos to compete after such flagrant violations of the conditions.

We wish to be magnanimous, but the trip through Siberia at this season of the year is one full of danger to men and machines, and accidents are liable to happen, and hence it can hardly be called just to compel the Thomas car to run more than 1,870 miles further than the Protos, subjecting the car to just that much more strain, which was unusually severe, and which the Protos did not encounter, and which a time allowance will not cure.

The protest will be forwarded immediately to the commission in Paris.

LAWYERS IN A FIST FIGHT.

They Get Into a Knock-Down Over The Allen's Will.

After the contest over The Allen's will had been adjourned yesterday until October by Surrogate Thomas, Emil E. Fuchs, who represents Mrs. Minnie T. Owens, the adopted daughter of Allen, to whom he left all his estate, and Walter W. Irwin, attorney for the contestants, got into a heated argument in the corridor of the Hall of Records, and before friends could intervene the two had exchanged blows.

The trouble began when counsel for the contestants asked Surrogate Thomas for an adjournment. Mr. Fuchs opposed this, and said the motion was not made in good faith. Lawyer Irwin denied this, and Surrogate Thomas acceded to his wishes. When the two lawyers met outside the courtroom Mr. Irwin said Mr. Fuchs had accused him of blackmail and threatened to strike him if he did not retract.

"You heard what I said in court," said Mr. Fuchs.

Irwin landed a fist in Fuchs's right eye, and followed this up with a hard left to the nose. Fuchs jumped in and returned the compliment. Friends then separated the two men, and they left the building by separate doors, each nursing a black eye and a gory nose.