



## PRESS-ARCHIVE

**Who invented the steamers.**— It turns out that it was not Davis Papin (from the editors of *World of Transport and Transportation*: Dany Papen) and not Fulton, but the Spaniard Garay, who lived 400 years ago, has the honor of the first application of steam to the movement of ships. Garay was a passionate sailor and spent all his free time in physics and mechanics lessons, trying to invent something «remarkable». Already an old man, he attacked the idea of applying water vapor to the movement of ships, using wheels for this purpose. Everyone laughed at the old man. Finally, he managed to attract the attention of the Emperor Charles V. Feeling in Garay's project «flickering of a great idea», Charles V ordered him to make an experience with the first vessel to enter the harbor of Barcelona, then the imperial residence. Such a ship was «Trinidad». Despite the protests of the captain, the wheels were rudely fitted to it and the primitive steam boiler was built with the blessing of the Inquisition. In the presence of the emperor himself, Garay's machine started operation, and the ship went against the wind, making 8 marine miles over 2 hours. The crew of the ship, at the very beginning of the experiment, rushed overboard and swam to the shore, in horror escaping from the «devil». The lucky inventor received from Charles V 4,000 morawedis (from the editors of *World of Transport and Transportation*: copper coin). And then everything faded into oblivion — both the inventor and the invention («Golos pravdy», No. 615, October 2, 1907).

**Car-library.**— The library of employees of the administration of the Transcaucasian railway, wishing to strengthen their educational activities and provide their linear members and subscribers with the most convenience in using books, planned to open on November 1 of the year the movement along the main line from Baku to Batumi of the library car that would be coupled to freight trains («Tiflis.List», No. 233, December 27).

**How does the wireless railway telegraph operate in Russia.**— A wireless telegraph was installed at the stations of Baikal and Tankhoy during the Japanese campaign. At the present time, the reduction in the staff of telegraphists at these stations has reached the point that there is nobody to service this telegraph, and telegrams about arrival and departure of the Baikal icebreaker should be transmitted by ordinary telegraph around Baikal, so the Baikal icebreaker arrives often earlier than a telegram about it. At the station «Baikal» at the present time there are only 4 «real» telegraph operators, in the majority the telegraph is served by students («Siberia», No. 251, August 23, 1907).

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**Productivity of car building plants.**— Representatives of the largest car building plants: the Russian-Baltic «Phoenix», «Engine» and others received data on the current situation of their industry, for which the total annual output of cars should be about 50 thousand cars of different types. The above amount is calculated with the expectation that production at the plants will go full steam. Meanwhile, it is impossible to count on this, since the main customer — treasury — planned to order for 1908 not more than 25 percent of the total productivity of the car building plants («Golos Moskvyy», No. 289, December 14, 1907).

**Petition of a motorists' club.**— The Moscow Motorists' Club filed a petition to the main railway administration that cars be transported by rail on open, wagon-sites, as is customary abroad. Such cars could be attached to the end not only of freight, but also of passenger trains. Without objecting to the tariff for freight trains, the club is requested to assign the lowest possible rate for transporting cars with passenger trains, and the passengers of the car could move while staying in the carriage («Golos Moskvyy», No. 295, December 21, 1907 and «Zheleznodorozhnoe delo», 1886, p. 138).

**Car traffic along the Kalmyk steppe.**— «Astrakh. V.» reports that the Kalmyk administration offers entrepreneurs a large annual subsidy for organization of automobile traffic from the city to different directions along the steppe, only about 550 versts away. Cars should carry mail once a week and, as necessary, two or three Kalmyk officials. There was already a meeting of local entrepreneurs, who decided to draft a charter for the cooperative society («Rech», No. 296, December 15, 1907).

**International traffic through Siberia.**— The project of direct international passenger traffic of Western Europe with China and Japan through Siberia, developed by the International Conference that was taking place this autumn in Brussels with the participation of representatives of Western European and Russian railways and shipping companies, is currently submitted for approval by the Ministry of Railways and Finance. The projected direct traffic will allow passengers to travel from the main cities of England, France, Belgium, Holland, Germany and Austria by one ticket (coupon book) by rail through the European Republic and Siberia (Siberian, Chinese-Eastern and Ussuri railway) to Vladivostok and Further by sea to Japan and China, and also in the opposite direction. In the development of Far Eastern direct communication, the Russian north-west and the Warsaw-Vienna railways will not charge passengers traveling to the Far East for an additional fee for increased speed in express trains; similarly, the Dutch and Dutch railways will not charge additional



passengers for the numbered seats on passenger trains from the same passengers. The direct message is for the passengers to be transported by water between London and the mainland and between Vladivostok and the ports of Japan and China included in the direct communication, the steamship companies Zeland in Fliessing, the Messagery Maritim in Paris, the North German Lloyd in Bremen and Voluntary Fleet in St. Petersburg. Direct passenger traffic of Western Europe with the Far East through Siberia is expected to be carried out at the beginning of 1908 («Sibirskaya zhizn», No. 188, December 14, 1907).

**Attacks on railways.**— On July 13, at 7 a.m., an armed attack was made on a railroad carrier who was traveling on train No. 6 to the station Razsypnaya (from the editors of *World of Transport and Transportation*: near Debal'tsevo, Donetsk region.) of the 2<sup>nd</sup> Ekaterininskaya railway. There were five «expropriators». Before reaching Razsypnaya, they rushed to the artel member, but noticed timely by the guardian, were thrown by a rifle shot. Then the «expropriators» opened fire from the Browning and Mauser and began to jump one by one along the train. The latter was already approaching the station, and the shots were heard by station employees. The station's head, together with the telegrapher, Hodzko, armed with pitchforks, rushed in pursuit of the four «expropriators» who fled. Two of them, showering the pursuers with a hail of bullets, rushed to the steppe, took a couple of horses from the peasants under the threat of death and disappeared into the loaves. At that time, the peasants working in the field joined the pursuers, who on horseback began to search for those who had disappeared. Soon they were discovered and, surrounded on all sides, had to surrender. The peasants attacked them with bitterness and beat them to death. They had three Browning, one Mauser with a butt and a few clips with cartridges. The detainees are not older than 25 years. At one, a passport book was found in the name of Serikov, a retired sailor. From Debal'tsevo the guardians were summoned, who began to search for the other two «expropriators». Soon they were found in the forest and, after a fierce exchange of fire, one was killed, and another was wounded in the leg. The wounded is long sought by the authorities Martyntsev, a resident of the village of Grobovoe, located 6 versts from the station Razsypnaya. In train № 6 at the same time, a thorough search was carried out, but nothing suspicious was found. When the train began to move further, a clip with cartridges was thrown out of the car window from the semaphore. During a second search, the Mauser was found in the restroom. The fifth «expropriator» was found only at the next station, Chernukhino, where he was detained by gendarmes. On the train during the shooting, the guardian who was at the artel member was wounded, and the conductor («Pridneprovsky Krai», No. 335, July 17, 1907)

— At the station Kandevka, Gorishensky country, on July 15 in the evening, three unknown persons

appeared. One with a revolver in his hands entered the apartment of the assistant to the station chief, in which only the children were. The latter raised a cry; unknowns disappeared into the nearest bush. The evicted gendarmes and repair workers detained one of the intruders. A revolver was found at the place of detention («Pet. Gaz», No. 194, July 18, 1907).

— Station Vorozhba, Moscow-Kiev-Voronezh Railway, on July 15 at the station on arrival of the mail train No. 4, which was traveling from Kiev to Moscow, with which the transport of gold followed, accompanied by military guard, the police drew attention to the three unknown young men walking in the platform, dressed in black Austrian jackets. One of them had a small sized bag, which he handled with great care. The police detained the suspects and found two revolvers of the Mauser system at the detainees, several cartridges of cartridges for them; in the seized suitcase there were three bombs. The arrested refused to identify themselves («Russkie Ved.», 165, July 20, 1907).

— At the station «Vlokh» of Warsaw-Vienna railway, several robbers attacked the cashier of the iron rolling plant, who carried 5,000 rubles to pay workers who, along with the gendarmes, rushed to pursue them. The robbers, shooting back, threw a small coin for 4,200 rubles (Pet. Gaz., No. 177, July 21, 1907).

— On July 26, last year in the evening, when train № 60 was departing to Moscow from the station Podolsk, Moscow-Kursk railway, on the platform four revolvers were fired. There was a stir among the public. Everyone rushed to run in different directions. The train was detained. A few minutes later the station watchman Shatilov on the site of one of the cars of III class found two loaded revolvers: one Browning, the other a Soldier's model. The gendarme on duty went to the cars through the train to find the guilty, and at that time an unknown young man jumped off the platform of the front car. He ran to the city park; The gendarme pursued after him. The unknown man fired several shots and managed to escape («St. Petersburg Vedom.», No. 166, July 28, 1907).

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**Women's riot** — At the station Baysagola Lib. railway (from the editors of *World of Transport and Transportation*: a city in Lithuania) during the loading of bread into cars for departure abroad, a crowd of women appeared from the surrounding villages and stopped loading. The local gendarme was powerless to cope with the dispersed women, and the county police was called to help him. Arriving guards arrested the instigators and dispersed the others, and the bread was safely loaded and shipped («Slovo», No. 296, November 4, 1907).

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