



### NEWSPAPER REPORTS

**The bridge across the river Buzan.** – *Building of a bridge across the river Buzan (Astrakhan railway), with a length of 300 saz., representing one of the most remarkable works of engineering not only in Russia, but also in Europe, was finished and accepted by the treasury( «Birzhevye Vedomosti», No. 10 (252), December 14, 1907).*

**The crossing of trains near Yaroslavl.** – *The Ministry of Railways decided to transport near Yaroslavl freight trains through the Volga on barges, for which it is supposed to allocate 600000 rubles( «Gol. Moskv», No. 293, December 17, 1907).*

*Later, the Railway Construction Authority made an additional loan to the general budget of the Ministry of Railways for 1908 for construction of a large railway bridge across the Volga River near the same city of Yaroslavl( «Sibirskie Vedomosti», No. 14, March 14, 1908).).*

*It would seem that the treasury in this case and under the current circumstances should consider it a luxury and take an example from the society of Moscow-Kazan railway, delaying the construction of the bridge from Sviyazhsk to a more favorable time.*

*The board of Moscow-Kazan railway appealed to the government to postpone, due to financial difficulties, the mandatory construction of a bridge across the Volga near Kazan. The Ministry of Finance informed the board that the petition was respected, and construction of the bridge was postponed ( «Rus» No. 68, March 9, 1908).*

**Cheapening of bread with assistance of railways.** – *It was reported in the newspapers that a factory, at a high price of bread in the city( 4 kopecks for a pound), opened its bakery at the factory and let the workers at a procurement price of 2 rubles 80 kopecks, i. e. 30 % cheaper than urban*

*prices. The factory did a good deed. It would be for the railways and railroad administrations to do the same. On the railways there are military food stations, well equipped for baking bread and with cheap fuel in comparison with other institutions. Buildings of food stations belong to the railways, but are at the disposal of the Military Ministry, in this last circumstance, i. e. that the matter does not depend only on administration of the road, but on the Military Ministry, there may be some friction, but there is hardly any doubt that the Military Ministry, in view of the difficult situation of the railway poor, will oppose this good cause, especially since it is not only will not prevent the food of military ranks, but rather simplify and reduce the cost of cooking bread with a large number of harvesting it. Now, in some food stations, bread for military ranks is bought in the bazaars, for it is not always convenient and advantageous to bake bread, especially in small quantities.*

*Undoubtedly, with a real high cost of living products, a huge number of workers and railway employees suffers an extraordinary need. Family agents, receiving 40–50 rubles, barely drag their existence. All employees of the railway, counting both craftsmen and workers with their families, are 19600 in Voronezh alone, almost one-third of all Voronezh residents. Considering the largest 5 % of agents provided with decent content, the remaining*



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18000 people are undoubtedly in need. The proposed measure, i.e. supply of relatively cheap bread, would be an essential aid, since for most people bread is the main part of food. This measure will undoubtedly help urban dwellers, make them reduce the appetites of the kulaks, and may prompt the city councils to set up their bakeries. Great sin will be to the boards and railroad administrations if they do not come to the rescue of their employees and their workers. For example, on South-East Railways there are three permanent large food points: at the stations Gryazi, Povorino, Liski, and in addition there is a well-equipped food station at Voronezh station of Moscow-Kiev-Voronezh Railway with the furnaces of the most advanced system. What a huge area would these food stations serve! It is not known what the future is preparing for us, but it is necessary to rely on the worst situation, for as long as there are all the data for the increase in food prices.

Everything will depend on how the Military Ministry, both the board and the railway administration look at this issue. The whole thing will be not to reinvent the difficulties, but if they are presented, then to be able to eliminate them.

There are many food stations on the network of railways, and large millions are spent on building them, and meanwhile, for large periods of time, food stations are inactive or weak. In general, it can be said

with full confidence that military food stations can render a mighty benefit to the poor population during a difficult time («Novoye Vremya» No. 11 (407), December 13, 1907).

**Attacks on railways.** – Voronezh. On Kharkov-Balashov road, a road-keeper is robbed. Only 31 roubles were stolen. The road-keeper was seriously wounded. The villains disappeared («Novoye Vremya», No. 11 (280), August 8, 1907).

An armed attack on Mironovo station of South-Western road was repulsed, two passengers and the daughter of the station's chief were wounded: one suspicious person was detained («Vr. No. 11 (281), August 9, 1907).

– Another armed attack was committed on the same day at 11 am at station Mironovka. When most of the inhabitants of the railway station were already asleep, 12 people armed with revolvers arrived at the station. They were all wearing masks. Circumstances indicate that among the attackers were persons known to some station agents.

(Zheleznodorozhnoe delo [Rail Business]. – № 11–12. – 1908. – P. 88) ●

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