



ENGLISH HOUSE OF COMMONS CONSIDERED THE BENEFIT OF NATIONALIZATION

The transfer of cars to be leased by passengers. – Going to help the passengers. The Chinese East Road, by agreement with the Compagnie Internationale des Wagons-Lits, decided to deliver two of its cars to Vladivostok station, which will be illuminated and heated. The compartments in these cars will be given for rent to passengers, waiting steamships, for a fee of 5 rubles a day (*«New Time»*, No. 11, February 6, 1908).

A new tunnel project under Pas de Calais. – The plan to connect England with France through a tunnel is no longer new. But a number of projects submitted to the British Parliament for consideration by joint-stock companies and large business companies at different times, beginning from 1867, were rejected for purely strategic reasons. Many other projects were technically unworkable. At the present time, a new project has been prepared, developed by the French joint-stock company, which had already produced various testing and preparatory works for 25 years that remained unused. The director of this company, Dr. Breton, has already submitted a memorandum on this new project. According to this note, we can acquaint the readers with the most important details of the project.

The tunnel should begin in France between the cities of Boulogne and Calais and end at the city of Dover, in England. In addition to the whole system of locks, which in a few minutes can completely flood the tunnel, it is supposed that even at the entrance to the tunnel from England, a viaduct (overpass) is to be built, which at any time can be destroyed by the artillery of the English fleet. Thus, the new project meets all strategic considerations. On the technical side, this new project does not present any particular difficulties. The tunnel will pass in places 100 meters below the sea level, since with the local structure of the soil, only at this depth there is a layer of soil that fully meets all technical requirements.

The movement of trains in the tunnel is supposed to be produced by electricity.

The transverse section of the tunnel takes two parallel, circular shapes, a stroke with a diameter of 5–6 meters and with an intermediate distance between them of 15 m. Both paths will be connected by a large number of lateral passages. For the diversion of subsoil water, a tunnel of 3 m in diameter will be dug separately. This small tunnel will also serve to export land, stones and debris while operating the main tunnel, which will greatly speed up all work.

The boring of the tunnel starts from two sides. Transportation of workers and various building materials to the work sites and removal of land, stones and debris resulting from drilling will be done by means of a narrow-gauge electric railway, which will temporarily be laid in a small tunnel, this cargo is approximately calculated and equal to 4000 tons per day, with ten hours of work. The entire small tunnel will be dug during the first five years of all work. The whole work will be done, approximately, for 7 years. By accurate statistical calculations it is proved that in the first years the number of people traveling through it will reach a million year, the costs for this enterprise will be covered in few years (*«Rech»*, No. 26, January 31, 1908).

Nationalization of railways. – Yesterday the House of Commons discussed the proposal of G. Georges Hardy,

in which he recommends nationalization of the railways to the government.

G. Lloyd George replied that he did not want to accept the resolution in the form in which it was formulated, since he does not want to exert pressure on the government on this issue. He distinguishes the nationalization of the railways from any other nationalization and notes the success achieved in railway nationalization by the powerful opponent of socialism, Bismarck in Germany.

In Italy, railways have been improved significantly after they have become state property. The speaker thinks that the time has come for England to carry out research on the existing system. Railway companies begin to understand this themselves, and to put an end to competition, they conclude treaties and agreements that strongly resemble mergers. They have the right and, it can be said, even the duty to do so; but it is time for the state to think about the conditions on which it can admit this merger. G. Lloyd Georges promises that the government will facilitate the study of this issue, since it itself wants to know, by what changes in the relations between the state and the railways, the inconveniences mentioned in the project can be eliminated. In this sense, he recommends changing the proposal of G. Georges Hardy (*«Ved.»*, No. 36, February 19, 1908).

(Rail Business [Zheleznodorozhnoe delo]. – No. 4. – 1908. – p. 72)

Ophthalmologists on the railways. – By the order of the Minister of Railways, a special staff of ophthalmologists has been established on the railways for special observation of the course of eye diseases (*«St. Petersburg Vedom.»*, No. 13, January 16, 1908).

Once again about the platform fee. – Moscow–Kazan railway was one of the first to respond to the platform fee proposed by the Ministry of Railways and decided to install a lattice at all exit doors on the platform, so that the public who does not have tickets, but who wants to be on the platform, paid for it. Several automatic machines have already arrived from abroad, for which the public will drop a coin of 10 kopecks and will receive a ticket to enter the platform (*«Golos Mosk.»*, No. 15, January 18, 1908).

The cable way to Petersburg. – The member of the city council Lipsky made a statement to the city government about the construction of an overhead electric cable way along Mitrofanievskoe shosse. This road, according to the member of the city council, should deliver waste to the incinerator station behind Mitrofanyevsky cemetery. The receiving station is proposed to be built on the embankment of the Obvodniy Canal near the Baltic Station. Electric energy must be provided by the incineration plant. At present, up to 2000 poods of garbage are delivered daily to the station, while the station is equipped to burn 10000 poods, and to maintain the operation of steam boilers and electric ventilation, it is necessary, due to dearth of debris, to use coal (*«Golos»*, No. 706, January 22, 1908).

(Rail Business [Zheleznodorozhnoe delo]. – No. 13. – 1908. – p. 96). ●

The editorial staff expresses gratitude to the staff of the library of RUT for their kind assistance in preparation of this material.

