Partial Bibliography of the
Trans-Siberian Railway

Library Science
B. L. S.
1904
A PARTIAL BIBLIOGRAPHY
OF THE
TRANS-SIBERIAN RAILWAY WITH ANNOTATIONS

by

ISABELLA JANE McCULLOCH

THESIS PRESENTED FOR THE DEGREE OF
BACHELOR OF LIBRARY SCIENCE

in the
STATE LIBRARY SCHOOL

UNIVERSITY OF ILLINOIS
JUNE 1904
UNIVERSITY OF ILLINOIS

28 May 1904

THIS IS TO CERTIFY THAT THE THESIS PREPARED UNDER MY SUPERVISION BY

Isabella Jane McCulloch

ENTITLED A partial bibliography of the Trans-Siberian railway

IS APPROVED BY ME AS FULFILLING THIS PART OF THE REQUIREMENTS FOR THE DEGREE OF Bachelor of Library Science

Katharine C. Sharp

HEAD OF DEPARTMENT OF Library Science.
TABLE OF CONTENTS.
Preface-------------------------------------I
List of books quoted-----------------------ii
List of periodicals consulted---------------v
Bibliography--------------------------------1
Alphabetic author index--------------------65
PREFACE.

At this time, when all the world is watching the struggle between Russia and Japan for the control of the Far East, a bibliography of Russia's great Trans-Siberian railway may be of interest, for over this railroad, the longest one in the world, Russia is moving her troops to the Far East.

In compiling this bibliography the University of Illinois, the Champaign public library, the Chicago public library and the John Crerar library of Chicago have been used.

In round numbers the bibliography includes 227 entries. These, with the exception of seven which it was impossible to obtain in these libraries, have been examined personally and annotated. Those not so examined are marked with an * and are naturally incomplete in title and imprint.

The material may roughly be said to consist of articles from books and periodicals. Newspaper articles have not been included. The magazine references have been brought down to April 15, 1904.

Annotations are descriptive in character rather than critical, critical notes being the province of the specialist. The chronological order has been chosen as being the most logical in tracing the history of this great undertaking, the time covered being from 1874 to April 15, 1904.
BOOKS QUOTED IN THE
BIBLIOGRAPHY OF THE TRANS-SIBERIAN RAILWAY.

Cary, Clarence.
(The) Trans-Siberian route; or notes of a journey from
Pekin to New York in 1902. 1902.

Clark, F. E.
(A) new way round an old world. 1901.

Colquhoun, A. R.
Overland to China. 1900.

Colquhoun, Ethel.
Two on their travels. 1902.

Crawford, J. M.
Highways of commerce. 1895.

Dmitriev-Mamonov, A.J. & Zdziarski, A.F.
Guide du grand chemin de fer transsiberien. 1900.

Dmitriev-Mamonov, A.K. & Zdziarski, A.F.
Wegweiser auf der grossen sibirischen eisenbahn. 1901.

Fraser, J. F.
(The) real Siberia; together with an account of a dash
through Manchuria. 1902.

Gerrare, Wirt.
Greater Russia. 1903.

Jefferson, R. L.
Roughing it in Siberia with some account of the Trans-Siberian railway and the gold and mining industry of Asiatic Russia.
Krahmer, G.
Sibirien & die grosse sibirische eisenbahn. 1897.

Krausse, Alexis.
Russia in Asia; a record & a study, 1558-1899. 1899.

Larned, J. N.
History for ready reference & topical reading. 1901.

Lercy-Beaulieu, Pierre.
(La) renovation de l'Asie. 1900.

Lynch, George.
(The) path of empire. 1903.

Meakin, A. M. B.
(A) ribbon of iron. 1901.

Norman, Henry.
All the Russias. 1902.

Ruge, Sophus.
(Die) transsibirische eisenbahn. 1902.

Russia - Trade & manufactures, Department of.
(The) industries, manufactures & trade of Russia. 1893.

Shoemaker, M. Y.
(The) great Siberian railway from St. Petersburg to Pekin. 1903.

Simpson, J. Y.
Side lights on Siberia; some account of the great Siberian railroad. 1898.

Stadling, Jonas.
Through Siberia. 1901.

Vladimir, pseud.
Russia on the Pacific & the Siberian railroad. 1899.
Williams, Archibald.

Romance of modern engineering. 1904.

Wright, G. F.

Asiatic Russia. 1902.
PERIODICALS CONSULTED FOR
MATERIAL ON THE TRANS-SIBERIAN RAILWAY.

1. Archiv für eisenbahnwesen.
2. Atlantic monthly.
4. Collier's weekly.
5. Contemporary review.
7. Deutsche Rundschau.
8. (The) economist. London.
9. L'economiste francais.
11. Engineering.
12. Engineering and mining journal.
15. Fortnightly review.
17. Clasen's Annalen.
22. Jahrbücher für nationalökonomie.
23. Living age.
27. Nation.
31. Outlook.
32. Public Opinion.
33. Railroad engineering journal.
34. Railroad gazette.
35. Railway & engineering review.
36. Railway & locomotive engineering.
37. Railway master mechanic.
38. Review of reviews.
40. Science.
41. Scientific American.
42. Scientific American supplement.
43. Scribner's magazine.
44. Scottish Geographical magazine.
46. U.S. - Consular reports.
47. U.S. - Foreign commerce, Bureau of. Review of the world's commerce.
49. Zeitschrift des Oesterr. ingenieure & architekten vereines.
50. Zeitschrift des vereines deutscher ingenieure.
BIBLIOGRAPHY

1874
Dilke, A.W.

Siberia. (see Fortnightly review, May 1874, 21:565-61.)

An account of a journey through Siberia by sledge in 1873, giving the author's impressions of the country. He says "a railroad is much talked of."

1883

Russian railways in Asia. (see Edinburgh review, Oct. 1883, 158:215.)

The account says that Lord Palmerston wrote Earl Russell in September 1865: "As to Russia...when enlightened arrangements shall have made the revenue proportional to the country and railways shall have bridged distances, her command of men will be enormous, her pecuniary means gigantic and her power of transporting armies over great distances most formidable."

1888

(A) Russian Pacific railroad. (see Science, 19 Oct. 1888, 12:182-84.)

"It seems that it has been decided to build first those portions of the Pacific railroad which will supplement those sections which are open to river navigation." One of the principal considerations which recommends the construction of the Siberian Pacific railroad is the remoteness and isolation of the Amur and coast provinces. "The proposed railway if completed will be of importance not only for the development of Siberia but also for the eastern trade."
(The) Siberian Pacific railroad. (see Railroad and engineering journal, Dec. 1868, 62:533-34.)

"The longest single line of railroad now seriously contemplated in the world is the Siberian Pacific railroad." The article discusses in general the plans for the road and the engineering difficulties.

1890
Zdziarski, A.F.

(The first section of the great Siberian railway. (see Railroad and engineering journal, June 1890, 64:258-61.)

"It may now be said with certainty that the construction of the great Siberian railroad is only a question of time." The writer discusses the three lines proposed and tells of the cost, material and construction of the first link of the great line.

---- (The) second section of the great Siberian railroad. (see Railroad and engineering journal, Sept. 1890, 64:397-400.)

The author, who is an engineer, discusses various phases of the construction of the road, cost of materials, bridges, etc. The second link in the great Siberian railroad is the Oufa-Zlatoust section 200 miles in length.

---- (The) beginning of the great Siberian railroad. (see Railroad and engineering journal, Nov. 1890, 64:502-4.)

The writer tells about the materials, cost, etc., of the line from Zlatoust to Chelabinsk.
Government surveys for the great Siberian railroad. (see Railroad and engineering journal, Dec. 1890, 64:555-57.)

The writer discusses the surveys for the various sections of the road, cost of survey, cost of construction, bridges, character of the country and cost per mile for the central section of the Trans-Siberian railroad.

1891

--- (The) Trans-Baikal railroad. (see Railroad and engineering journal, Jan. 1891, 65:24-7.) Map

Describes the line of road surveyed, direction, character of the country, grade, bridges, climate and population.

--- (The) Baikal loop line. (see Railroad and engineering journal, Feb. 1891, 65:57-9.)

Gives a description of the surveys of the country around Lake Baikal. Tells of the climate and soil, the cost of the line, the cuttings, embankments and bridges.

(The) Siberian railway. (see Engineering news, 7 Feb. 1891, 25:130.)

A brief account of two schemes for a railway across Siberia. The first scheme proposed a railway from Tjumek in the Urals to Vladivostok in the east. The second proposed a system of short railways combined with the great waterways.

Zdziarski, A.F.

(The) South Ussuri railroad. (see Railroad and engineering journal, March 1891, 65:113-15.)

This line is intended to connect the Ussuri river and
Vladivostok. The article discusses the construction, cost, bridges, tunnels, etc., of the railroad and describes the climate and population.

Cunningham, W. M.

Proposed railroad through Siberia. (see Institution of Civil engineers- Proceedings, 1891, 106:280-91.)

The writer says that the project for a railroad through Siberia has been discussed in Russia for years. He discusses the proposed routes and the country. "The Siberian railway has, owing to public opinion, become one of the urgent questions of the day in Russia."

(The) Siberian railway. (see Engineering news, 31 Oct. 1891, 26:408.)

The article discusses the gauge, speed and time needed for the journey from Samara to Irkutsk. "The first gang of criminal laborers at work on the road now number 600."

1892

(The) Trans-Siberian railway. (see Scientific American supplement, 30 Jan. 1892, 33:13400-401.) Map.

Gives a general view of the whole undertaking and says, "The undertaking so far as engineering difficulties are concerned does not present many features of special interest, but it is of supreme importance to the whole world in its political and commercial aspects."
(The) Trans-Siberian railway. (see Engineering, 12 Aug. 1892, 54:203-4.)

The article discusses the local as well as the overland trade and the cost of working such a line. Estimates the advantages both economic and commercial.

Closterhalfen, B.
(Die) russisch-sibirische eisenbahn. (see Zeitschrift des vereines deutscher ingenieure, 17 Sept. 1892, 36:1097-1105.)

Describes the commission which was formed and the three lines of road proposed and the one finally chosen. Tells of the construction of the European line from the Volga to Samara to Ufa to Zlatoust to Cheliabinsk and of the real Siberian line from Cheliabinsk to Vladivostok, showing that the complete line from St.Petersburg to Vladivostok is double the length of the line from New York to San Francisco. Map, illustrations and tables showing cost of the Ufa - Cheliabinsk railroad are given.

(The) Trans-Siberian railway. (see U.S. - Consular reports, Oct. 1892, 40:303-4.)

The progress of the Trans-Siberian railway construction is reported up to June 1892. It is stated that the government will build the line across Siberia in six years. Says it will be necessary to populate the approaches to the Trans-Siberian line. A Russian newspaper advocates the use of the prison population on the island of Saghalin in building the railway.
Russia - Trade & manufactures, Department of.

(The) industries, manufactures & trade of Russia. 5v. 1893.
Volume 5 is devoted to Siberia and the great Siberian railroad.

Ghercevanof, M.N.

(The) western section of the Trans-Siberian railroad.
(see Railroad gazette, 17 Feb. 1893, 25:132-33.)

The article discusses the construction of the section of the railway known as the western Siberian railway, the rivers crossed, the ballast, building stone, cost of the road and other details.

Gribayedoff, Valerian.

(The) great Siberian railway. (see Cosmopolitan, March 1893, 14:559-65.)

A brief historical account of the necessity for a Trans-Siberian railway and the progress made in its construction. The writer says,"As to the completion of the Trans-Siberian road, it is difficult to prophesy a date."

Vergleich der sibirischen eisenbahn mit der Kanada Pacific bahn.
(see Zeitschrift des vereines deutscher ingenieure, 11 Mar. 1893, 37: 293-94.)

Compares the climate and topography of the country, the length of time in building the Siberian and Canadian Pacific railways.
Hobart, Frederick.

(The) Trans-Siberian railway. (see Engineering magazine, June 1893, 5:307-14.)

States that the final survey of the line began in 1888. In 1891 the Czar issued a ukase directing the building of an all-rail line. Tells of the difficulties of construction and of the purposes of the line. "It is reasonably certain that Vladivostok will not be the permanent Pacific terminus."

Russia on the Pacific. (see Edinburgh review, July 1893, 178:122-38.)

The article discusses the affairs of the north Pacific and the strength of the Russian position there. Says that the main reason for building the Siberian railway is undoubtedly strategical; that it has not been undertaken as part of an industrial policy.

(The) Trans-Siberian railway. (see Engineering news, 26 Oct. 1893, 30:340.)

The article gives in some detail the construction of the three sections of the Trans-Siberian railway.

(The) Siberian railroad. (see Railroad gazette, 8 Dec. 1893, 25:890.)

The article says that official reports show considerable progress on the great Russian enterprise, the Siberian railroad, which dwarfs our trans-continental lines. Discusses the climatic conditions, cost of construction of the road, stating that the chief object of the road is the development of
the country.

(Die) Sibirische eisenbahn. (see Archiv für eisenbahnenwesen, 1893, 16:659-76.)

The article discusses the cost of the road, the sections brought into connection with the Russian railways, the effect on the settlement of the country, the output of coal, salt, gold and other products; the tea and silk trade. Tells also of the country through which the road runs, giving the cost of the sections.

Closterhalfen, B.

(The) Siberian railway. (see Institute of Civil engineers. Proceedings. 1893, 111:448-51.)

Gives an account of the progress made on the Trans-Siberian railway, with the cost of the completed sections.

1894

Crawford, J. M.

(The) great Siberian railway. (see U.S. - Consular reports, July 1894, 45:425-34.) Map.

Discusses the various proposals made for building railways in Siberia. Surveys were made in 1872, 1873 and 1874. Describes the technical and geographical features, gives tables of estimates for construction and the progress made up to July, 1894.
Schönfield, Hermann.

(The) political and economic importance of the great Siberian railway. (see Engineering magazine, July 1894, 7:467-73.) Discusses the strategic, political and economic importance of the Trans-Siberian railway and says that the Siberian railway will open an immense territory for immigration, carry the metallic and other treasures of Siberia to European Russia and change Russia's commercial intercourse for the better.

Jonas, Charles.

Progress of the great Siberian railway. (see U.S. - Consular reports, Aug. 1894, 45:624-25.) Report states that owing to the rapid completion of certain sections of the railway, the preliminary work in the Trans-Baikal region has already begun.

1895

Crawford, J.M.

(The) great Siberian railway. (see his Highways of Commerce. 1895, p. 408-18.) Map.

Gives an account of the movement that resulted in building the Trans-Siberian. Discusses the geographical and technical features, estimates of cost and progress made in construction.
An account of the Siberian road, the western section of which has been opened for traffic.

Hubbard, J.M.

Russia as a civilizing force in Asia. (see Atlantic, Feb. 1895, 75:197-205.)

An account of what Russia has done for civilization in her Asiatic possessions, principally in central Asia, with reference "to her last and greatest undertaking, the construction of the Siberian railway."

Kropotkin, P. A.

(The) great Siberian railway. (see Geographical journal, Feb. 1895, 5:146-54.)

Says that the railroad has reached the Irtysh river opposite Omsk; from the other end of the line the Ussuri river is connected with the Pacific. Tells something of the character of the country along the line of the road and the difficulty of construction.

(The) Siberian railway. (see Scientific American, 16 Feb. 1895, 86:108.)

There is reason to believe according to this article, that the western and central sections of the Siberian railway will be ready by the year 1900. By the year 1896 a large
number of convicts will be employed in building the road. They will receive the same pay as the free laborer.

(The) new Siberian railroad. (see Railroad gazette, 22 Mar. 1895, 27:138.)

A brief account of a trip over the Ussuri railway from Vladivostok to the Ussuri river. Speaks of the work as being well done and says, "the aspect of solidity and permanence is remarkable."

Coolidge, A. C.


The article tells of a journey across Siberia, the progress made in the construction of the railroad and gives a description of some of the towns along the line.

Corea & the Trans-Siberian railway. (see Fortnightly review, Nov. 1895, 64:879-92.)

The author writes, "Siberia is a Russian Canada, larger and more populous, and like it has a great future before it." He believes that the Russians are pushing forward the building of the railway with all possible alacrity and vigor. The objects of the Siberian railway, according to this author's view are as follows: (a). Rapid and unimpeded movement of troops and war material. (b). Making Vladivostok the basis for the Russian fleet. (c). Development of Siberia. (d). Spread of Greek Christianity among the Siberian heathen. (e). The opening of new markets.
(A) Siberian railroad ride. (see National car and locomotive builder, Nov. 1895, 26:167.)

An account of a trip over the great Siberian road from Cheliabinsk, where it properly begins, to Omsk.

1896

(Die) transsibirische eisenbahn. (see Glaser's Annalen, 15 Feb. 1896, 38:61-3.)

An historical account of the projects for a railway across Siberia to give Russia an outlet on the Pacific. The plan finally adopted is discussed, also the importance of the railway.

(Die) transsibirische eisenbahn. (see Glaser's Annalen, 1 Mar. 1896, 38:99.)

A brief account of the proposed ice breaking steamers for Lake Baikal.

Ueber die baufortschritte der sibirischen eisenbahn. (see Zeitschrift des Oesterr. ingenieure & architekten vereins, 13 Mar. 1896, 48:171.)

The beginning of the Siberian railway in the west is the city of Cheliabinsk and its end Vladivostok. Construction began at Vladivostok in May, 1891, and in the west at Cheliabinsk in October, 1892.


Progress of the great Siberian railway. (see U.S. - Consular reports, June 1896, 51:269-71.)
An account of the progress made in building the Trans-Siberian railway up to January, 1896. It is stated that by the summer of 1895 there was an all-rail connection between Omsk and St. Petersburg. The article speaks of the great difficulties which the engineers encountered in crossing the mountains south of Lake Baikal and of the decision to use ferry boats on Lake Baikal. Tells also of the efforts of the Russians to run a railroad through Manchuria.

Karel, John.

(A) new railway for Siberia. (see U.S. - Consular reports, June 1896, 51:272.)

The report says that a permit has been given for the construction of a new railway from the Sosva river to the Blagodat mountains which will connect Siberia with the Ural railway and with the future Perm-Kotlass-St. Petersburg railway.

(The) Siberian railroad, some of the more important particulars of this great enterprise. (see Railroad gazette, 23 Oct. 1896, 28:737-38.)

The article gives an historical account of the progress of the road and estimates of its cost.

Raffalovich, Arthur.

(La) Sibérie & le chemin de fer. (see L'économiste français, 24 Oct. 1896, 24:546-48.)

Discusses the railroad, its effect on commerce and the country through which it passes. Compares the zone of culi-
vation with that of Canada, describing the fertility of the soil, mineral resources and the production of cereals.

Ballod, C.

(Die) wirtschaftliche bedeutung von Sibirien. (see Jahr-bücher für nationalökonomie & statistik, 1896, 67:321-67.)

Discusses the economic importance of Siberia, the area, climate and population, agricultural and mineral resources and the rivers. Describes the nature of the ground and the conditions of land tenure, the colonization and future development of the country. Shows the importance of the Trans-Siberian railway in the transportation of valuable goods. The Trans-Siberian will, according to the author's view develop mining, gold-washing, coal-mining and iron-works. It has an enormous importance as a through route for very valuable goods from China and Japan, as well as for the passenger traffic, but above all the writer lays stress upon its strategic importance for Russian influence in Asia.

1897

Jefferson, R. L.

Roughing it in Siberia, with some account of the Trans-Siberian railway & the gold mining industry of Asiatic Russia. 1897.

The author gives an account of his journey through Siberia and also his impressions of the Trans-Siberian railway, its construction and the results to be expected.
Krahmer, G.

Sibirien & die grosse sibirische eisenbahn, 1897, p.76-92. The writer gives a brief account of the movement to build a Trans-Siberian line, the construction of the line on the plan finally chosen and the importance of such a railway to Russia.

Russia and the Siberian railroad. (see Railroad gazette, 1 Jan. 1897, 29:5.)

The commercial possibilities of the Trans-Siberian are discussed and the belief is expressed that commercially the road must prove a failure. "The Siberian railroad is a product of the dominant passion for territorial control..."

Simpson, J.Y.

(The) great Siberian iron road. (see Blackwood, Jan. 1897, 161:1-20.) Map.

Recounts the early history of the undertaking, state of the population and the emigration to Siberia and says it is improbable for the whole to be finished before 1905."Russians are just beginning to find out what they have got in Siberia. It probably means the eventual acquisition of Manchuria by the Russians."

Karel, John.

Siberian railroad extension in China. (see U.S. - Consular reports, Feb. 1897, 53:270-74.)

Tells how the technical difficulties and enormous cost of construction of the Trans-Baikal railway first raised the
question of building the Trans-Siberian through Chinese territory. States the agreement made with the Chinese government to run the line through Manchuria.

McNaghan, J. C.

Estimates of Siberian railway traffic. (see U.S. - Consular reports, Feb. 1897, 53:274-76.)

"Before 1901," according to the report, "Russia will have cut her way with iron rails across Manchuria, saving 300 miles." The advantages to travellers from the completion of the line by the saving of time and money are also mentioned.

Norman, Henry.

Russia and England. (see Contemporary review, Feb. 1897, 71:153-71.)

Explains the agreement by which Russia obtained the right to construct a railway through Manchuria; "owing to the fact that the Russian great Siberian railway is on the point of completion, China consents to allow Russia to prolong her railway into Chinese territories...."

(The) Russo-Chinese treaty. (see Contemporary review, Feb. 1897, 71:172-83.)

The article tells of the efforts of Russia to obtain a new terminus for the Trans-Siberian. By treaty with China, Russia obtains the right to construct the Siberian railway across Manchuria.
Stephan, T.M.

Siberia as a grain exporting country. (see U.S. - Consular reports, Feb. 1897, 53:276-78.)

Discusses the importance of Siberia as a field for colonization and as a new grain producing country. It is computed that 200,000 to 250,000 immigrants enter Siberia yearly. Dr. Ballcd, it is said, arrives at the conclusion that the Trans-Siberian railway will at first only open up the country for the export of the more valuable goods and facilitate immigration.

Transsibirische eisenbahn. (see Glaser's Annalen, 1 Feb. 1897, 40:60.)

Tells of the cost of the railway and the anxiety of the Russian government to hasten its completion.

Vortrag über die grosse sibirische eisenbahn. (see Zeitschrift des Oesterr. ingenieure & architekten vereines, 19 Feb. 1897, 49:119.)

The report states the commercial and political importance of the railway. Russia must get an ice-free outlet on the Pacific and must therefore establish herself in Corea or in one of the Chinese ports. This fact is also made clear from a transverse line from Tchita or Stretensk through China to the sea.
Creeley, A.W.

(The) Siberian trans-continental railroad. (see National geographic magazine, Mar. 1897, 8:121-24.)

The article says that 5000 miles of steel rails are laid already at a cost of 350,000,000 rubles, and in 1898 trains are to run to the Amur river. By negotiating with the Chinese government, Russia obtained the right to extend the line through Manchuria.

(The) Siberian railway extension in China. (see Engineering news, 4 Mar. 1897, 37:135.)

Brief account of the proposed extension of the Siberian railway into Chinese territory.

(Die) projectirte eisenbahn durch die Mandchurie. (see Zeit-schrift des Oesterr. ingenieure & architekten vereines, 19 Mar. 1897, 49:183-84.) Map.

Tells of the plan of the Russian government to build a road through Manchuria and says that although the road is through Chinese territory it will be built by Russian engineers and be under Russian control, in fact a Russian railroad. Tells of the formation of the Russo-Chinese bank, the length of time it will take to build the road and describes the climate of the country.

Railway prospects in China. (see Engineering, 26 Mar. 1897, 63:399-400.)

Says that it is evident that the Russians are determined
to push on with the railway through Manchuria with all possible expedition as "branch lines are being projected from various points in Manchuria and China proper."

McCarty, W: F. M.

Russia's plans and purposes. (see North American review, May 1897, 164:585-91.)

Discusses the political and economic conditions in Russia and her relations with other countries. The writer says that the Trans-Siberian railroad...has underlying its construction a commercial plan... to open up new country...

(The) Trans-Siberian railway. (see Scribner's magazine, May 1897, 21:658-59.)

The article tells of the Russian immigration to Siberia, how it is encouraged by the government; also something of the magnitude and importance of the undertaking to build the Trans-Siberian railway.

Karel, John.

Siberian railway progress in 1896. (see U.S. - Consular reports, June 1897, 54:175-77.)

A report of the progress made in constructing the road in 1896 and of the permit obtained by the Russo-Chinese bank from the Chinese government for a railroad through Manchuria.
Moore, T. E.

(The) Trans-Siberian route to the East. (see U.S. - Consular reports, June 1897, 54:177-78.

Tells of the great possibilities of the Trans-Siberian railway as a route to the East.

Railways in China. (see Engineering, 16 July 1897, 64:62-3.)

The article discusses the various concessions obtained by syndicates in China. Says "it is impossible not to admire the adroitness of Russian diplomacy in following up the advantages gained in the Chino-Japanese war by obtaining permission to carry the Trans-Siberian railway across Manchuria."

Structures on the Trans-Siberian. (see Engineering news, 12 Aug. 1897, 38:98-9.)

The article gives views of bridges, workshops, piers and construction trains on the Trans-Siberian. It says, "It is evident that a first class railway is being built through Siberia."

Lercy-Beaulieu, Pierre.

Lettres de Sibérie. (see L'économiste français, 14 Aug. 1897, 252:205-8.)

Discusses the effect of the Trans-Siberian railway upon Siberia and the various projects for a Siberian railway. Tells of his journey over the sections completed in 1897, of the zone of prices on the railway and the character of the country and people seen.
--- De l'Obe a l'Ienissei. (see L'économiste français, 18 Sept. 1897, 25:365-67.)

Describes a journey from the Obi to the Yenesei and the country and its inhabitants.

(Die) sibirische Überlandbahn. (see Zeitschrift des vereines deutscher ingenieure, 18 Sept. 1897, 41:1091-92.)

A description of the road through Manchuria and its importance to Siberia for the development of her resources. Tells also of the advantages to the traveller, the chance for quicker and cheaper transportation to the far East.

Ueber den stand der arbeiten an der transsibirischen eisenbahn. (see Zeitschrift des Oesterr. ingenieure & architekten vereines, 8 Oct. 1897, 49:571.)

With the completion of the bridge over the Obi, the western section of the Trans-Siberian is ready for commerce. It is hoped that the line will be ready for commerce to Irkutsk in the course of the year 1897 and that the difficulties with Lake Baikal may be met. The beginning of the Trans-Baikal railroad is also described.

(Les) compagnes Sibériennes; les habitants & l'agriculture. (see L'économiste français, 9 Oct. 1897, 25:461-64.)

The country, the people and villages are described. Also the agriculture of Siberia, the production of grains and cost of transporting grain by railway and by water.
(The) Trans-Siberian railway. (see Scientific American supplement, 6 Nov. 1897, 44:18222-223.)

An account of the building of the Trans-Siberian and the number of miles built between May, 1891, and November, 1897. "On the day on which the last rail has been bolted...the two extremities of the Czar's immense empire will be closely connected, a route to China will have been created...and Russia will improve it at her leisure." Nearly 100,000 laborers are employed, some of those who are employed upon rough work being criminals.

(The) Manchurian extension of the Trans-Siberian railway. (see Engineering news, 11 Nov. 1897, 38:308-9.)

Actual work was to begin August 28, 1897, and the line was to be opened in six years. The line will be built by the Russo-Chinese bank and worked under the title of the "Railway company of the east of China."

(Le) chemin de fer transsibérien; sa construction. (see L'économiste français, 13 Nov. 1897, 25:629-31.)

The article discusses the construction of the Trans-Siberian railway, the branch through Manchuria, the crossing of Lake Baikal by ferry and tells how the work on the sections is carried on.

(Le) chemin de fer de Mandchourie. (see L'économiste français, 11 Dec. 1897, 25:761-63.)

The article discusses the railroad through Manchuria, the
character of the country traversed. It compares the cost of traveling to the far East by the Suez canal with that of the Trans-Siberian railway.

Thiess, F.

(Die) Ussuri eisenbahn. (see Archiv für eisenbahnwesen, 1897, 20:934-44.)

A description of the Ussuri province in general, the territory included, and its climate. The south Ussuri railroad, the direction taken by the road between Vladivostok and Tman, the distance between the stations, classes of stations, freight and passenger traffic in 1895 are all discussed in this article as well as the north Ussuri railway.

1898

Simpson, J. Y.

Side lights on Siberia; some account of the great Siberian railroad, the prisons & exile system. 1898, p.16-60. Map.

An historical sketch of the railway up to 1898. The emigration movement, regulations for the management of the railway, the cities along the route, convict labor, sections around Lake Baikal, the Trans-Manchurian and Ussuri branches and the relation of the railway to Russia are all described in this article.
German steamship companies versus the Trans-Siberian railway. (see U.S. - Consular reports, Jan. 1898, 56:68-70.)

Tells of the great competitor of German steamships - the Trans-Siberian railway as nearing completion. A great danger confronts the steamship lines of western Europe especially those of Germany.

Cost of the Siberian railway. (see Living age, 15 Jan. 1898, 216:216.)

The article says that those best acquainted with Russia in general and Siberia in particular are of the opinion that the Trans-Siberian railway will be a constant and heavy burden upon the Russian treasury.

Thiess, F.


A short descriptive account of the Trans-Caspian and Trans-Siberian railways.

Une description russe de la Mandchourie au point de vue économique. (see L'économiste français, 12 Mar. 1898, 26:329-32.)

A Russian account of Manchuria from the economic standpoint. Discusses the population, climate, resources, productions, industries and commerce of Manchuria.
Railway prospects in China. (see Engineering, 18 Mar. 1898, 65:339-41.)

Discusses the operations of syndicates in China. Tells of the Russian negotiations with the Chinese government and the formation of the Eastern Chinese railway company.

Agreement for the construction of the Manchurian railway. (see Engineering, 15 April 1898, 65:472.)

An account of an agreement entered into between the Chinese government and the Russo-Chinese bank for the construction of the Manchurian railway. The company building it will retain possession during 80 years from the day of opening of traffic along the whole line.

Cary, Clarence.

(The) Trans-Siberian railway; its new terminus in China. (see Forum, May 1898, 25:285-99.)

An account of the progress of the road up to May, 1898. It is compared with American and European lines. Tells something of the commercial and political effects of the Trans-Siberian and its Manchurian branch. Gives a brief historical account of the road.

Carollo, Gottardo.

Europe in Asia & the great Siberian railway. (see Chautauquan, May 1898, 27:165-68.)

The writer gives a brief historical account of Siberia. He discusses the need of a Trans-Siberian railway and the progress made in its construction up to 1898.
Awakened Russia. (see Harper's magazine, May 1898, 96:821-826.)

An account of Russia's plan for building the Siberian railway through Manchuria and of the character of the construction work of the Trans-Siberian. Describes resources of the country and the commercial value of the railway.

Smith, Thomas.

Progress of the Siberian railway. (see U.S. - Consular reports, May 1898, 57:64-5.)

The report says that the first section of the central Siberian line is completed. It tells of the work on the second section of the central Siberian line and of the construction of a railway ferry across Lake Baikal.

Thiess, F.


An account of the building of the eastern branch of the Trans-Siberian and its importance to Russia.

(The) Trans-Siberian railroad. (see U.S. - American republics, Bureau of. July 1898, 6:52-4.)

Discusses the effect the road may have on American commerce "The closing years of the nineteenth century will see the
practical completion of the most gigantic railroad ever undertaken." The entire work is owned and has been constructed by the Russian government subject to the most minute official supervision.

Bonsal, Stephen.

Eastern Siberia. (see Harper's magazine, July 1898, 97:240-59.)

Gives an account of a visit to Siberia and of a journey over parts of the Siberian railway then completed. Gives some account of the construction of the road.

Smith, Thomas.

Cost of the Trans-Siberian railway. (see U.S. - Consular reports, July 1898, 57:465.)

Gives statistics showing expenditures for the railway from 1893 to 1897.

Leroy-Beaulieu, Pierre.

(La) Sibérie & le Transsibérien - Le chemin de fer. (see Revue des deux mondes, 15 Aug. 1898, 148:808-44.)

Describes the three lines proposed for crossing Siberia and the one finally chosen. Discusses the Manchurian line and says it is one of the results of the Russo-Chinese convention of 1896. Tells of the construction of the road and of the cost of travel on the through line from Marseilles to Hongkong, Shanghai or Japanese ports.
Quinquennial report of the committee for building the Siberian railroad. (see Railroad gazette, 16 Sept. 1898, n.s.30:663-664.)

By an imperial decree in 1893, a committee was appointed to take charge of the building of collective works for the Siberian railroad and the allied enterprises, including acquiring land. The West Siberian section, 877 miles, is now finished and incorporated into the general railroad system of Russia.

Friede, M.S.

The Chinese Eastern railroad. (see Railroad gazette, 30 Sept. 1898, n.s.30:700-2.) illus. map.

Tells of the towns springing up along the line of the railways in Siberia and Manchuria. The Chinese Eastern railroad is under construction from half a dozen points; behind it is the Russo-Chinese bank controlled by the Russian government. The only Chinese represented in the construction of the road are coolies. Object of the road, to bring Port Arthur into direct connection with St. Petersburg.

Reid, Arnot.

(The) Siberian railway. (see Living age, Dec. 1898, 219: 867-73.)

Describes his journey over the Trans-Siberian, September 23 to October 6, 1898, from Irkutsk to Cheliabinsk, where the Siberian system connects with the European Russian lines.
(The) Chinese Eastern railway. (see Institute of Civil engineers. Proceedings, 1898, 134:448-49.)

The article discusses the causes which led to taking the line through Manchuria and gives an account of the people and industries of the towns along the railroad.

Thiess, F.

Beiträge zur geschichte des eisenbahnbaues in Sibirien & mittheilungen über de geplante abzweigung der Sibirischen eisenbahn durch ostchinesisches gebiet (chinesische ostbahn). (see Archiv für eisenbahnwesen, 1898, 21:726-38.)

Gives an historical account of the Russian advance toward an outlet on the Pacific, stating the causes that have led to this advance. Tells of the various plans discussed for a railroad to the Pacific. Gives a brief account of each of the sections, the distances covered and when opened for traffic.

1899 Krausse, Alexis.

Conquest by railway. (see his Russia in Asia; a record & a study, 1558-1899. 1899, p.196-217.)

The author tells how Russia by means of the Trans-Caspian and Trans-Siberian railways is extending her possessions in Asia. He believes that the Siberian railway cannot for centuries pay for its construction.

(The) Manchurian railway agreement. (see Krausse, Alexis, Russia in Asia. 1899. p.375-83.)

This contains the terms of the agreement concluded on 27 August, 1896, by the Chinese government and the Russo-Chinese
bank by which a company was formed under the name of the "Eastern Chinese railway company."

Vladimir, pseud.

Russia on the Pacific & the Siberian railroad. 1899, p. 270-313.

An historical account of the Trans-Siberian railway. The various plans proposed, the sections into which the railway is divided, the distances traversed, the difficulties of construction, the cost of the railway and the results to be expected are included in the discussion of the subject.

(Die) Sibirische bahn. (see Zeitschrift des vereines deutscher ingenieure, 11 Mar. 1899, 43:276-77.) yap.

Tells of the change of plan in building the railroad through Manchuria to Port Arthur. Ice-breaking steamers are used on Lake Baikal. Gives tables showing cost of travel on the various sections.

(The) progress of the Siberian railway. (see Engineering magazine, April 1899, 17:145-46.)

The article says that political reasons had much to do with choosing the road through Manchuria. Before the middle of the year 1899 there will be a through railway from the Urals to Lake Baikal.
(The) Russian empire & the Trans-Siberian railway. (see U.S. - Statistics, Bureau of. Monthly summary of commerce & finance, April 1899, n.s. 6:2501-99.)

The article discusses the railway and industrial development of the Russian empire, the Trans-Siberian railway and its relation to the United States, the business of this railway, the development of Siberia by new land, water and transportation routes, foreign views of the railway and its cost, the official discussion of the line and the branch through China.

(The) Siberian railway. (see London Times, 7 Apr. 1899, 23:212)

Large sums of money according to the Times are to be used in improving the Siberian railway. The increase of traffic on the eastern and western sections has surpassed all expectations. It will be necessary to lay heavier rails.

Results of the Siberian railway. (see Engineering, 14 Apr. 1899, 67:494.)

It is creating the conditions necessary its existence. The railway so far as it has been completed, is rapidly causing the mineral resources of the country to be developed.

(The) Siberian railway. (see The economist (London), 6 May 1899, 57:646-47.)

The article discusses the traffic on the Trans-Siberian railway, the possibilities of the country and the traffic which may be expected. Says the railway must be improved to encourage passenger traffic between Europe and the Far East via Siberia. Speaks of the excessive cost of the road.
(The) great Siberian railway. (see London Graphic, 6 May 1899, 59:573-74.)

Article with illustrations of scenes along the Trans-Siberian railway. At this date Irkutsk is in direct communication with Moscow.

Russia and the Trans-Siberian railway in competition with the United States. (see Railway & engineering review, 10 June 1899, 39:317.)

Article discusses the economic effect of the completed Trans-Siberian railway in the opening up of the resources of Siberia and new areas for commerce.

(The) magnitude of the Siberian railway. (see Engineering, 30 June 1899, 67:855.)

"The Siberian railway has justly been called a genuine Russian undertaking in as much as everything in connection with it is of immense...dimensions. "Russia has wider plans than merely military ones."

Heavier rails for the Trans-Siberian railway. (see U.S. - Consular reports, July 1899, 60:449-50.)

"The increase of traffic on the eastern and still more on the western section of the Siberian railway has surpassed all expectation. Consequently the light rails...will have to be changed."
Traffic on the Siberian railway. (see U.S. - Consular reports, July 1899, 60:450-51.)

The report gives the figures for the passenger and goods traffic on the Trans-Siberian 1896 to 1898 inclusive. It is proposed to spend $40,000,000 developing traffic. Heavier rails are to be laid and many bridges reconstructed.

Durban, William.

(The) Trans-Siberian railway. (see Contemporary review, Aug. 1899, 76:261-67.)

Describes the Trans-Siberian railway as by far the longest railway on the earth. Tells of the effect of the railroad in opening Siberia. Says that towns are springing up along the line of the railway. Americans and Englishmen are said to be the real authors of the scheme for a railway across Siberia.

(The) Manchurian railway. (see Engineering, 1 Sept. 1899, 68:273.)

The article discusses briefly affairs in the Far East. Russia has declared Talienwan a free port. Work on the railroad is being energetically pushed. A significant fact is that a great part of the rails and engines is of American construction.

Ford, A. H.

(The) Chinese Eastern railway. (see McClure's magazine, Nov. 1899, 14:68-80.)

The article is illustrated and has two maps showing the
Trans-Siberian and the Chinese Eastern railways. Gives an account of the Chinese Eastern railway.

Durban, William.

From Moscow to Vladivostok. (see Outlook, 4 Nov. 1899, 63:587-95.)

Tells something of the plan, construction and results of the Trans-Siberian railway.

Work on Siberian railways. (see U.S. - Consular reports, Nov. 1899, 61:409-11.)

Discusses the falling off of the caravan industry since the building of the railway and the radical changes necessary to meet the freight and passenger traffic. 10,000 workmen and convicts are working on the Chinese section of the road.

Hamm, W. C.

Great engineering projects. (see Cosmopolitan, Dec. 1899, 28:163-70.)

Tells of the Trans-Siberian, Cape to Cairo, Pan American and the London, Bombay and Hongkong railways and the French, Russian and Panama canals.

Lodian, J.

Wages and living on the Siberian railway. (see Railway & locomotive engineering, Dec. 1899, 12:521-23.)

Tells how poorly the employees of the railway are paid.
Colquhoun, A. R.

(The) great trans-Siberian-Manchurian railway. (see his Overland to China. 1900, p.117-49.)

Discusses the necessity for a railway across Siberia; describes the plans proposed and the one adopted, the cost, engineering difficulties, date of completion, bridges, rate of construction, climate, labor, traffic rates and the Manchurian section.

Dmitriev-Mamonov, A.J. & Zdziarski, A.F.

Guide du grand chemin de fer transsibérien édité par le ministère des voies de communication...traduit du russe par P. Tacchella. illus. 1900.

Contains a complete description of the country, people and cities of Siberia along the line of the railway. The technical construction, cost of traveling are given as well as maps and plans of cities.

Lercy-Beaulieu, Pierre.

(Le) chemin de fer transsibérien. (see his (Le) renovation de l'Asie. 1900, p. 111-52.)

The writer discusses the history and construction of the Trans-Siberian railway, the relation of Europe to the Far East and the economic and political importance of the railway.
Russia - Ways and communication, Ministry of.

Guide to the great Siberian railway. 1900.

This guide, published by the Russian government contains a vast amount of geographic matter about Siberia and the Trans-Siberian railway.

Russia in Asia. (see Review of the world's commerce. 1900, 5:142-44.)

Description of the ports of Vladivostok and Dalny, the coast trade and Manchuria. Also an account of the condition of the Siberian railway taken from some Siberian newspapers.

New route for the export of Siberian produce. (see Board of trade journal, 25 Jan. 1900, 28:195-97.)

The article shows that the export of Siberian grain to Europe is now possible via the Perm-Kotlass railway and Archangel.

Greener, R: T.

Commercial and industrial affairs in Siberia. (see U.S.-Consular reports, March 1900, 62:273-78.)

Discusses the agricultural and commercial conditions of Siberia. Tells also of Manchuria and the Chinese Eastern railway, a branch of the Trans-Siberian.

---- (The) Siberian railroad. (see U.S. - Consular reports, March 1900, 62:271-73.)

Owing to haste in construction and in the anxiety to get...
everything cheap, light rails were used with the result that fast traveling over the Trans-Siberian is impossible. Parts will of necessity be relaid in many places. Gives the cost of the road, its use to travellers, the effect on commerce and the cost of transportation.

Russia in the Far East. (see Outlook, 14 Apr. 1900, 64:856-57.)

The article states that the progress of the Trans-Siberian is everywhere recognized as symbolizing the advancement of Russian influence in the Far East.

Mikhailoff, M.

The great Siberian railway. (see North American review, May 1900, 170:593-608.)

An historical sketch of the railway, description of the country and its resources, the importance of the undertaking and its effect in the future. Map showing lines completed to certain places and also the projected lines.

Foord, A. H.

Is Russia to control all Asia; a bird's-eye view of the military disposition & diplomatic advantages which seem destined quickly to give Russia control of all Asia. (see Cosmopolitan, July 1900, 29:253-65.) illus. map.

"A system of military railroads has advanced with the Russian army along the line of the Asiatic frontier."
British trade openings in Siberia. (see Engineering, 10 Aug. 1900, 70:189.)

The account says that in six or seven years a million immigrants have settled in the country, and that the traffic has largely increased. Discusses trade prospects in Siberia and Manchuria.

(The) Trans-Baikal Hei-lun-za. (see Engineering, 10 Aug. 1900, 70:186.)

Contains an account of the climate and soil of the country through which the line passes, and discusses the cost of construction and date of opening the road.

(The) Siberian railway. (see Iron age, 16 Aug. 1900, v.66, consult index under Siberian railway.)

These details about the progress of the road up to this time are taken from the survey of Siberia and the Siberian railway drawn up for the Paris exhibition by the Imperial commission charged with the construction of the railway.

Harris, E. T.

American products in Siberia. (see U.S. - Consular reports, Sept. 1900, 64:74-5.)

"The railroads recently built have opened great fields for material development in Siberia." The article suggests a line of freight steamers between New York and St. Petersburg.
Zabel, Eugen.

(Die) sibirische eisenbahn. (see Deutsche Rundschau, Sept. 1900, 104:391-408.)

Discusses the importance of the railroad as a line of travel between Europe and the Far East. Compares the cost of travel going by the Suez canal with the cost of going by the Trans-Siberian. Gives an account of the various projects for a Trans-Siberian railway, the building of the various sections towns along the line, the railway stations and equipment of the trains, the trans-Baikal road through Manchuria. Discusses the climate and resources of Siberia and the political and economic results of the opening of the country by the new line of communication between Europe and the Far East.

Wright, G.F.

(The) Russians in Manchuria. (see Nation, 13 Sept. 1900, 71:207-8.)

"The Chinese Eastern railway is already almost an accomplished fact. It is not three years since the survey was made" Tells of the country and the people and of the importance of Manchuria to Russia.

Norman, Henry.

(The) great Siberian railway. (see Scribner's Magazine, Nov. 1900, 28:515-41.)

Gives a sketch of the Siberian railway and an account of a trip from Moscow over the Siberian railway to Irkutsk. Tells something of the conditions of travel, rates charged and the chief cities along the line.
(The) Russians in Manchuria. (see Review of reviews, Nov. 1900, 22:611-13.)

The article tells how the Russians have secured a hold on Manchuria. How by a concession from China they were enabled to build their line through Manchuria and guard it with Russian troops.

Wright, G. F:

Up the Irtish river. (see Nation, 15 Nov. 1900, 71:383.)

Describes the mineral and agricultural wealth of the country and its possibilities. "At all the important places in Siberia touched by the railroad new cities are growing up about the stations."

Trans-Siberian train lighting. (see Scientific American, 29 Dec. 1900, 97:408.)

The trains now running over the section of the Trans-Siberian from Moscow to Irkutsk are provided with a complete electric system, which serves for heating and lighting the cars as well as for the water and milk heaters in the dining car.

Wiedenfeld, Kurt.

(Die) wirtschaftliche bedeutung der sibirischen bahn. (see Archiv für eisenbahnwesen. 1900, 23:341-401.)

The acquisition of northern Asia by Russia; the commerce of Siberia and the Siberian railway; the post road commerce and the river commerce; the Siberian railroad; the history of the project; the Chinese Eastern railway; the completed sections
of the railway, the amount of paid labor, the character of the work and the cost of laying out the railway are all included in this very complete article.

--- (Die) bedeutung der bahn für kolonisation Sibiriens. (see Archiv für eisenbahnwesen. 1900, 23:693-756.)

Discusses the natural foundations for the colonization of Siberia and its climate in particular; the Russian Siberian migration and the state; the influence of the railway and its prospects.

--- (Die) bedeutung der bahn für den handel Sibiriens. (see Archiv für eisenbahnwesen. 1900, 23:895-943; 23:1095-1124.)

The trade organization of the district west of the Yabloni mountains, the Amur and Ussuri districts are described; also the more important trade conditions; grain production and cattle raising, gold production, iron and iron wares. The importance of the railroad for international trade is shown. Discusses also the tea trade, and the freight and passenger traffic; the importance of the road for transporting valuable products, mail and passengers as well as for the economic development of Siberia.

1901
Clark, F. E.

(A new way around an old world. 1901.

An account of a journey over the Trans-Siberian railway in 1900. The Trans-Siberian all-steam route had opened but a few days when the author and his wife took passage at Vladivostok.
The work gives some description of the towns visited along the route and the author's impressions of the country, the people and the railway service.

Dmitriev-Mamonov, A.I. & Zdziarski, A. F.

Wegweiser auf der grossen sibirischen eisenbahn; aus der russischen von A.Lütschg. Berlin. 1901.

Meakin, A. M. B.

(A) ribbon of iron. illus. 1901.

An account of the author's journey in 1900 over the Trans-Siberian railway, traveling by the Siberian express. Miss Meakin describes the incidents and sights of a trip over the railway just before the outbreak of the Boxer troubles.

Stadling, Jonas.

Through Siberia; ed. by F.H.H. Guillemand. 1901, p.273-32.)

The writer discusses the reasons for building the Trans-Siberian railroad. Says that military and political reasons were probably the strongest motives for constructing the road.

Simpson, J. Y.

(The) new Siberia. (see Scottish geographical magazine, Jan. 1901, 16:17-29.)

Discusses the economic importance of the new Siberia and the Trans-Siberian railway. "The Trans-Siberian railway is first political then economical," and "the Trans-Siberian rail-
way will remain the great monument to Russia's industry in the nineteenth century", give some idea of the author's point of view.

Harris, E. L.

Colonization of Siberia. (see U.S. - Consular reports, Jan. 1901, 65:52-3.)

The report states that colonization is making rapid progress in Siberia owing to the construction of the Trans-Siberian railway.

Novico, J.

England & Russia. (see Contemporary review, Jan. 1901, 79:49-56.)

The author says, "The harbor of Vladivostok is icebound for four months of the year while the necessity of an ice-free port as terminus of the Trans-Siberian is obvious; hence the occupation of Port Arthur." Discusses the rivalry of England and Russia. Says, "The opposition of England to the Trans-Siberian railway forms an exact parallel to her opposition in the case of the Suez canal."

Whelpley, J. D. & Wilson, R. R.

Russia's great railroad enterprises. (see World's work, Jan. 1901, 1:262-63.)

A brief account of the Trans-Siberian railway and its economic importance.
Russian conquest of Manchuria. (see (The) economist, 12 Jan. 1901, 59:38-9.)

The article discusses England's attitude toward the Russian conquest of Manchuria and the position of Germany, Japan and the United States towards the Russian occupation. "The Japanese already watch Russia with no friendly eye and keep their great army on foot, mainly with a view to a contest which they feel sure cannot be avoided."

Russia & the open door. (see Contemporary review, Feb. 1901, 79:188-94.)

The article discusses Russia's commercial interests in Manchuria. Says the Manchurian railway only forms a branch of the Trans-Siberian railway.

Ford, A. H.

Engineering opportunities in the Russian empire. (see Engineering magazine, April 1901, 21:29-42.)

Tells of the engineering opportunities in the empire open to English and American engineers. Says that the ukase of the Czar abolished all tariffs on material entering Siberian ports, such as rails, ties and locomotives for the Manchurian and eastern sections of the Trans-Siberian railways.

Lodian, L.

Review of progress on the Trans-Siberian. (see Railway & locomotive engineering, April 1901, 14:147-50.)

Gives a brief historical sketch of what led to the building
of the Trans-Siberian railway, then tells of operating trains in midwinter, the hardships of trainmen. Discusses the ties and rails used. All the cars are Russian, the locomotives being from Russia, England, Germany, Austria, Belgium and the United States. Many trains are a heterogeneous collection of old types of cars. The through mail trains are vestibuled and equipped with all modern conveniences. All work on the Amur section of the Trans-Siberian was abandoned when Russia secured a lease of Port Arthur and the Manchurian route was decided upon.

--- (The) Trans-Siberian railway. (see Railway & locomotive engineering, May 1901, 14:224-28.)

The writer discusses bridges and employees of the railway. Thinks that the building of other Trans-Asiatic systems will result and that the strategical importance of the Trans-Siberian will be modified. Says that the road will never be a financial success.

(The) Trans-Siberian railway. (see Engineering, 3 May 1901, 71:563-67.) Vap.

The first idea for a Siberian railway was promulgated in 1851 by Count MOURAVIEV, governor-general of Eastern Siberia. From 1857 the government received many offers from private sources to build a main line to the Pacific. The government decided to carry on the work departmentally and employ only Russian products and manufactures. Discusses briefly the Chinese Eastern railway.
(The) Trans-Siberian railway. (see Engineering, 10 May 1901, 71:600-1.)

Discusses from an engineering standpoint the special features and the difficulties to be encountered in the construction of the western and central sections of the road. Gives statistics concerning bridges in each section.

(The) eastern terminus of the Chinese Eastern railroad. (see Railroad gazette, 10 May 1901, 33:309-10.)

A description of the deep water terminus of the Chinese Eastern (Manchurian) railway, Dalny near Port Arthur.

Transportation of trains on Lake Baikal. (see Scientific American, 11 May 1901, 98:290.)

Describes the ice-breaking ferry boats on Lake Baikal used for transporting trains across the lake.

(The) Baikal railway. (see Engineering, 17 May 1901, 71:645-46)

The article says that detailed surveys have been made for the Trans-Baikal line. Pending final decision as to the location of the main line around the south end of Lake Baikal, trains are being carried across the lake on ice-breaking steam ferry boats. The paper discusses engineering features of the Trans-Baikal line.

(The) Trans-Siberian railway. (see Engineering, 31 May 1901, 71:694-96.)

Tells of the engineering difficulties on the Trans-Baikal
line. Discusses the Chinese frontier branch, the Amur, Ussuri and Perm-Kotlass sections of the Trans-Siberian. Says that the construction of the Amur section has been relegated to the future, and that the Chinese Eastern has been built. The Perm-Kotlass branch, the last section decided upon is in European Russia. It is attached to the Trans-Siberian for commercial purposes.

Russia & her problem. (see Fortnightly review, June 1901, 75:1031-44.)

The article discusses the internal problems which Russia is facing. Says Russia's present formula in a word is not conquest but capital. "The Siberian railway," according to the writer, "requires to be relaid from end to end. The Manchurian line must be hurried on...but how is the money to be found?"

Thiess, F.

(The) South Manchurian railway & the Russian harbor at Port Arthur. (see Institute of Civil engineers. Proceedings, June 1901, 144:330.)

Gives a brief account of the new line, the progress made, the speed of construction and describes the harbor of Port Arthur.

Russia and her problem. (see Fortnightly review, July 1901, 76:124-38.)

Describes the position of England and Russia in the Far East. "In China the position of Russia is simple," says the author. "Manchuria was necessary to Russia and was absorbed.
Unless the Siberian railway was to end in ice, it had to be carried to Manchurian port."

(The) future possibilities of Siberia. (see Scientific American, 27 July 1901, 99:50-1.)

The railway has succeeded in breaking down the barriers between Siberia and the world. The paper tells of the enormous mineral resources of the country and the cost of transporting machinery and labor.

Lodian, L.

Trans-Siberian construction. (see Railway & locomotive engineering, Nov. 1901, 14:471-74.)

Tells of the construction of bridges, the iron and steel work, the stone work, working conditions in the Arctic cold, and maintenance of bridges. The author says not a single steam shovel was used on the Trans-Siberian railway.

(The) Trans-Siberian railway. (see Outlook, 16 Nov. 1901, 69:672.)

"Last week," the article states, "the last rail was laid of the Trans-Siberian railway as at present constituted." In the judgment of the Outlook,"the vast expenditures for the road has been justified in its value to population, trade and military defense."
Stead, Alfred.


An account of a journey from Pekin to St. Petersburg by the author and his wife in 1901 by way of the Manchurian and Trans-Siberian railways.

Russia in Asia. (see Larned, J.N. History for ready reference and topical reading. 6:428-29.)

Contains an account of the Trans-Siberian railway. Tells of its political and economic importance.

Thiess, F.

(The) connecting line between the Russian and Siberian railway systems. (see Institution of Civil engineers. Proceedings. 1901, 147:437-38.)

A brief description of the line which connects the Russian and Siberian railway systems.

1902

Cary, Clarence.

(The) Trans-Siberian route, or notes of a journey from Pekin to New York in 1902. 1902. Map.

Some comments upon the Trans-Siberian and Chinese Eastern railways. The author does not attempt, except in a superficial way, to deal with the technical features of the cost, construction and traffic of these railways, but speaks briefly of the various aspects of these great Russian enterprises.
Colquhoun, Ethel.

Two on their travels. illus. 1902.
Travels in the East, the Philippine Islands, etc., the return being by the Trans-Siberian railway.

Fraser, J. F.

(The) real Siberia; together with an account of a dash through Manchuria. 1902.
Largely taken up with a description of the railway and river journey from Moscow to Vladivostok.

Norman, Henry.

(The) great Siberian railway. (see his All the Russias. 1902, p.102-26.)
An historical account of the Trans-Siberian railway with some account of its construction.

--- Siberia from the train. (see his All the Russias. 1902, p.127-41.)
The author says, "Since the great wall of China the world has seen no one material undertaking of equal value." He believes that its strategical results are easy to foresee since it will consolidate Russian influence in the Far East. Gives an account of his journey over the Trans-Siberian railway.

Duge, Sophus.

(Die) transsibirische eisenbahn. 1902.
An historical sketch of the railway, including its purpose,
construction, climatic conditions and character of the country and cities along the line of the Trans-Siberian railway.

Wright, G. F.: Railroads in Russia. (see his Asiatic Russia. 1902, p. 378-402.)

Tells of the first projects for a Trans-Siberian railway, the final plans, the trans-continental schedule, and the cheapness of railway transportation

(The) Russian trans-Asiatic railway. (see Living age, 4 Jan. 1902, 232:55-8.)

The article discusses the effects of the Trans-Siberian railway. Predicts that by 1950 there will be 20,000,000 people in Siberia. Speaking of the military importance of the railway the article says, "It is vain to hide from ourselves that a great shifting of power is taking place with the development and completion of the Trans-Siberian railway."

Commercial methods in Siberia. (see Board of trade journal, 16 Jan. 1902, 36:103-5.)

The writer of the article believes that the railway has increased the wealth of Siberia, thus enabling her to consume more and causing an increased demand for foreign goods. There is then an opening for many kinds of goods hitherto sent almost exclusively from Russia.
The completion of the Manchurian railway. (see Scientific American, 18 Jan. 1902, 100:42.)

The article tells of the commercial and industrial importance of the Manchurian railway which brings Russia within striking distance of Pekin. Speaks of the great industrial development of Siberia due to the railway.

Holloway, W. R.

Trade suggestions from United States consuls. (see Scientific American supplement, 25 Jan. 1902, 53:21803-804.)

According to this article the Russians are congratulating themselves as well as the traveling public and commercial world, on the completion of the Chinese Eastern railway through Manchuria. The account tells something of the character of the service and details of distance and cost of traveling.

Hill, E. J.

A trip through Siberia. (see National geographic magazine, Feb. 1902, 13:38-54.)

The writer gives his impressions and experiences of his trip through Siberia in 1901, by the Amur river and the Trans-Siberian railway.

Miller, H. E.

Dalny, the Russian commercial seaport of North China. (see U.S. - Consular reports, May 1902, 69:1-17.)

Dalny is the Pacific coast terminus of the Chinese Eastern
railway and its connections, the central Manchurian and the great Siberian railway, and is the commercial seaport of Russia. The writer tells of the harbor, piers, docks, dry docks, cost of the port and town, the railroad and steamer service.

Greener, R: T.

Ice-breaking steamers in Siberia. (see U.S. - Consular reports, June 1902, 69:347-49.)

An account of the ice-breaking steamers, which cross Lake Baikal carrying passengers and freight trains.

Miller, H: B.

Trade of Manchuria. (see U.S. - Consular reports, July 1902, 69:470-90.)

The article discusses the trade of Manchuria, American flour, cotton and cotton goods, trade prospects, Russian settlements in Manchuria and the Russo-Chinese bank. The connection between the Siberian and the Manchurian railways has been effected and through trains can now be run from Vladivostok, Port Arthur or Dalny to St. Petersburg. Manchurian line not yet officially opened, although passengers are carried at second class rates. The Siberian railway has now four terminals on the Pacific ocean viz. Vladivostok, Dalny, Port Arthur and Newchwang.

Holloway, W. R.

Chinese Eastern railroad rates. (see U.S. - Consular reports, July 1902, 69:534.)
Gives table of fares for first and third class tickets. Second class tickets are now being sold. In view of the competition of the railway, the Mongolians have reduced rates on tea one-half.

Legras, Jules.

(La) Mandchourie russe. (see Revue des deux mondes, 1 July 1902, 361 ser. 5, 10:115-58.)

The author tells of his experiences in his journey over the line of construction of the railway through Manchuria. Describes the towns, the people and the equipment of the railway.

"One divines," says the author, "the character of the Russian occupation; it is the engineers of the so-called Eastern Chinese railway who have conquered the country." He describes the cities of Dalny and Port Arthur and discusses the effect of the Trans-Siberian and Manchurian railways and the Russian occupation of Manchuria.

Notes for travellers over the Siberian railroad. (see U.S. - Consular reports, Sept. 1902, 70:13-4.)

The article gives information for the use of travellers over the Trans-Siberian railway as to trains, accommodations, baggage, cost and time required for the journey.

Smith, Samuel.

Eastern Chinese railroad service. (see U.S. - Consular reports, Oct. 1902, 70:196-97.)
The Eastern Chinese railroad is about to open direct passenger communication from Moscow to Port Arthur. The consul says that by January, 1903, forty cars of the International sleeping car company will be used on the Manchurian railroad equipped with modern conveniences.

Greener, R. T.

(The) Manchurian railway. (see U.S. - Consular reports, Nov. 1902, 70:370.)

Discusses the terms of the agreement for the construction of the railway and what has been done. Whole system opened to temporary traffic in November, 1901. The report gives estimates of the cost of the road and the receipts.

--- Branch of the Ussuri railroad. (see U.S. - Consular reports, Nov. 1902, 70:409.)

It is proposed to build a wide gauge road to connect the region east of Vladivostok with the South Ussurian territory by a branch from the Ussuri railway. Work will probably begin in 1902.

(The) Siberian railway a Russian lever. (see Railway age, 14 Nov. 1902, 34:517.)

The London Times correspondent tells of Russian policy in Manchuria. He says every nook and corner of Manchuria is being secured to Russia by railway concessions.
1903
Gerrare, Wirt.

(The) great Siberian railway. (see his Greater Russia. 1903, p. 57-67.)

A brief account of the enterprise. Says that the Siberian lines were intended to open up the country. Declares it has been over praised and also ruthlessly condemned. Discusses the construction of the road. Says, "It is great only in its length and by reason of the purposes it is intended to serve."

---- Overland route to the Far East. (see his Greater Russia. 1903, p. 68-91.)

A description of the author's journey to the Far East over the Trans-Siberian and Chinese Eastern railways.

Lynch, George.

(The) path of empire. illus. Lond. 1903.

The book deals mainly with the Trans-Siberian railway.

Shoemaker, M. M.

(The) great Siberian railway from St. Petersburg to Pekin. 1903.

This is a record of the author's journey over the line from St. Petersburg to Pekin with a detour to Korea. Gives an account of the cities along the railway, the character of the country, the passage of Lake Baikal, the trip through Manchuria and other details of the trip.
Expenses of the Siberian railroad. (see U.S. - Consular reports, Feb. 1903, 71:305.)

The construction of this road has already cost $401,700,000. Traffic must greatly increase in order to pay expenses.

Traveling on the Trans-Siberian railway. (see U.S. - Consular reports, Feb. 1903, 71:221-23.)

The consul at Köbé sends clipping from the Köbé Herald entitled "London to Shanghai via Siberia." An account of a journey from America to Shanghai via the Trans-Siberian railway. Statement is made that rail connection is now complete to Port Arthur except for the steamboat trip across Lake Baikal.

Holloway, W. R.

Dalny, Russia's eastern port. (see U.S. - Consular reports, Mar. 1903, 71:456.)

Dalny is said to be the future center of the Russo-Chinese trade.

--- Development of traffic on the Siberian railroad. (see U.S. - Consular reports, Mar. 1903, 71:362-63.)

Gives statistics for passenger and freight traffic on the Trans-Siberian railway, 1898 to 1900 inclusive.

(The) Siberian railway. (see Board of trade journal, 19 Mar. 1903, 40:593-94.)

The board of directors of the Siberian railway report that the line is now complete except for the road encircling Lake
Baikal which it is hoped will be finished by the close of the year 1904. Sums of money were set apart for encouraging colonization, improving rivers and harbors and making geological surveys.

Development of the towns of Dalny & Harbin. Economic changes in the Far East. (see Board of trade journal, 2 Apr. 1903, 41:15-7.)

Particulars related in the article are from the report of M. Witte on his visit to the Far East. He tells of Harbin and Dalny and the economic changes due to the Trans-Siberian railway.

Greener, R. T.

Proposed railways in Siberia. (see U.S. - Consular reports, May 1903, 72:131.)

"The great Siberian road will not develop the resources of the country without branch lines," is the belief of the writer.

Gerrare, Wirt.

(The) mischief in Manchuria. (see Fortnightly review, June 1903, 79:1051-59.)

The writer discusses the economic and political importance to Russia of Manchuria, with some mention of the railways.
Miller, H. B.

Moscow-Dalny through service. (see U.S. - Consular reports June 1903, 72:174.)

Mr. Miller, the U.S. consul at Newchwang, reports that on February 18, 1902, the Siberian railway began direct through service from Moscow to Dalny, trains being scheduled to reach Dalny in thirteen and one-half days. The railway and steamship lines are practically operated by the Russian government.

Stead, Alfred.

Conquest by banks and railways with examples from Russia in Manchuria. (see 19th century, June 1903, 53: 936-49.)

Tells how, by means of the Russo-Chinese bank and the Chinese Eastern railway, Russia has gained economic control of Manchuria.

Wright, G. F.

Eastern Siberian & Manchuria. (Chautauquan, June 1903, 37:245-62.)

An account of a journey through eastern Siberia and Manchuria, with some account of the Trans-Siberian and Chinese Eastern railways.

Langhorne, M. M.

(The) building of Dalny. (see U.S. - Consular reports, Sept. 1903, 73:1-10.)

An account of the building of Dalny. It is predicted that
Dalny will become the Southampton of the East, the great mail and passenger station of Russia on the Pacific.

(The) Siberian & Chinese Eastern. (see Railroad gazette, 16 Oct. 1903, 35:739.)

The Siberian and Chinese Eastern railroads are now opened for the transportation of the mails of all countries in the International postal union.

Greener, R. T.

Sea service of the Chinese Eastern railway. (see U.S. - Consular reports, Nov. 1903, 73:532-33.)

Discusses the causes for the unsuccessful operation of the steamship service in connection with the Chinese Eastern.

---- Siberian notes. (see U.S. - Consular reports, Nov. 1903, 73:533-35.)

Gives statistics about the Siberian railway. Tells of the contract with the International sleeping car company to run weekly beginning with April 14, 1903, five lines of fast trains between Moscow and the terminals of the Siberian railway. By April 14, 1904, seven lines must be in operation; January 14, 1905, beside the seven fast ones, a special train de luxe, express; from Moscow to the terminals of the Chinese Eastern and return and from Moscow to Vladivostok and return are promised. Information about traffic in 1901 is also furnished in this report.
Through rates between Russia & Far Eastern stations. (see Board of trade journal, 19 Nov. 1903, 43:356.)

A tariff of through rates has been established between Russia and the Far Eastern stations.

1904

Stanford, Edward.

(A) new map of the Siberian railway. Lond. 1904.
Scale 110 miles to an inch.

Williams, Archibald.

(The) Trans-Siberian railway. (see his Romance of modern engineering. 1904, p. 139-65.)

An interesting description of the construction of the Trans-Siberian railway in non-technical language. In seven years, 2503 miles of rail have been opened to traffic.

Siberia & the Trans-Siberian railway. (see U.S. - Consular reports, Jan. 1904, 74:77-8.)

The article discusses the construction of the Trans-Siberian railway, comparing it with the Canadian Pacific. Freight trains cover the distance from Moscow to Vladivostok in from fifty to sixty days; passenger trains have a speed of thirteen and one half miles an hour; freight trains eight miles an hour. The report lays stress on the services which the road is rendering to colonization.

Osborn, C. S.

Russia's transportation problem. (see Collier's weekly,
A brief discussion of the problem which Russia is facing in the transportation of troops over the Trans-Siberian. Gives an account of the traffic over the railway and of the difficulties encountered at Lake Baikal.

Cost of construction of the Trans-Siberian. (see U.S. - Consular reports, Mar. 1904, 74:847-48.)

Gives the total cost of the railway to date and also the cost per mile.

Siberian-Manchurian railways. (see U.S. - Consular reports, Mar. 1904, 74:634-35.)

The Siberian railway needs an appropriation to make a connecting line of the Trans-Baikal with the Manchurian railway and another for the circum-Baikal railway.

Miller, H: E.

Russian railway development in Manchuria. (see National geographic magazine, Mar. 1904, 15:113-27.) illus.

An account of the building of Harbin, the center of the entire railway administration of Manchuria, with some account of the railways in Manchuria.

(The) cost of the Siberian railroad. (see Railroad gazette, 4 Mar. 1904, n.s. 36:161.)
An abstract of the expenditures for the Trans-Siberian railway and enterprises connected with it, taken from a St. Petersburg newspaper. The circum-Baikal railroad will not be completed for a year.

Davidson, J. W.

(The) great Siberian railway from recent personal investigation. (see Century, April 1904, 67:940-50.)

Gives an historical account of the Trans-Siberian railway and its cost to date. Discusses the passenger service of the railway, its character and the cost of transportation. The article is illustrated and has also a map.

Lodian, L.


Describes the provisional ice-laid railroad over Lake Baikal. Tells of the difficulties in the construction of the circum Baikal line.

Witte, S. I.

Russia's work in Manchuria. (see Harper's weekly, 9 Apr. 1904, 48:544-45.)

An account of the Chinese Eastern railway with a description of Harbin, the seat of the railroad administration in Manchuria, and of Dalny, the terminus of the southern branch of the Chinese Eastern railway.
Russian railroading in war time. (see Railroad gazette, 15 Apr. 1904, 36:290.)

The article discusses the difficulties which Russia must encounter in moving her troops to the Far East over the Trans-Siberian railroad, a single track railway.
**ALPHABETIC AUTHOR INDEX.**

References are to pages.

<table>
<thead>
<tr>
<th>Author</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ballard, C.</td>
<td>14</td>
</tr>
<tr>
<td>Bonsal, Stephen</td>
<td>27</td>
</tr>
<tr>
<td>Cary, Clarence</td>
<td>25, 49</td>
</tr>
<tr>
<td>Clark, F. E.</td>
<td>41</td>
</tr>
<tr>
<td>Closterhalfen, B.</td>
<td>5, 8</td>
</tr>
<tr>
<td>Colquhoun, A. R.</td>
<td>35</td>
</tr>
<tr>
<td>Colquhoun, Ethel</td>
<td>50</td>
</tr>
<tr>
<td>Coolidge, A. C.</td>
<td>11</td>
</tr>
<tr>
<td>Crawford, J. M.</td>
<td>8, 9</td>
</tr>
<tr>
<td>Cunningham, W. M.</td>
<td>4</td>
</tr>
<tr>
<td>Davidson, J. W.</td>
<td>63</td>
</tr>
<tr>
<td>Dilke, A. W.</td>
<td>1</td>
</tr>
<tr>
<td>Dmitriev-Mamonov, A. J.</td>
<td>35, 42</td>
</tr>
<tr>
<td>Durban, William</td>
<td>33, 44</td>
</tr>
<tr>
<td>Ford, A. M.</td>
<td>33, 37, 44</td>
</tr>
<tr>
<td>Fraser, J. P.</td>
<td>50</td>
</tr>
<tr>
<td>Friede, M. S.</td>
<td>23</td>
</tr>
<tr>
<td>Garrello, Gottardo</td>
<td>25</td>
</tr>
<tr>
<td>Gerrare, Wirt</td>
<td>56, 58</td>
</tr>
<tr>
<td>Sverchansof, M. N.</td>
<td>6</td>
</tr>
<tr>
<td>Greeley, A. W.</td>
<td>12</td>
</tr>
<tr>
<td>Greener, R. T.</td>
<td>36, 53, 55, 58, 60</td>
</tr>
<tr>
<td>Gribayedoff, Valerian</td>
<td>6</td>
</tr>
<tr>
<td>Hamm, W. C.</td>
<td>34</td>
</tr>
<tr>
<td>Harris, F. T.</td>
<td>32, 43</td>
</tr>
<tr>
<td>Hill, E. J.</td>
<td>52</td>
</tr>
<tr>
<td>Name</td>
<td>Page Numbers</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Hobart, Frederick</td>
<td>7</td>
</tr>
<tr>
<td>Holloway, W. R.</td>
<td>52, 53, 57</td>
</tr>
<tr>
<td>Hubbard, J. M.</td>
<td>11</td>
</tr>
<tr>
<td>Jefferscn, R. L.</td>
<td>14</td>
</tr>
<tr>
<td>Jonas, Charles</td>
<td>9</td>
</tr>
<tr>
<td>Karel, John</td>
<td>12, 13, 15, 19</td>
</tr>
<tr>
<td>Krahmer, G.</td>
<td>15</td>
</tr>
<tr>
<td>Krausse, Alexis</td>
<td>29</td>
</tr>
<tr>
<td>Kropotkin, P. A.</td>
<td>10</td>
</tr>
<tr>
<td>Langhorne, M. M.</td>
<td>59</td>
</tr>
<tr>
<td>Larned, J. N.</td>
<td>49</td>
</tr>
<tr>
<td>Legras, Jules</td>
<td>54</td>
</tr>
<tr>
<td>Leroy-Beaulieu, Pierre</td>
<td>20, 27, 35</td>
</tr>
<tr>
<td>Lodian, L.</td>
<td>34, 44, 48, 63</td>
</tr>
<tr>
<td>Lynch, George</td>
<td>56</td>
</tr>
<tr>
<td>McCarty, W. F. M.</td>
<td>19</td>
</tr>
<tr>
<td>Meakin, A. W. B.</td>
<td>42</td>
</tr>
<tr>
<td>Mikhailoff, M.</td>
<td>37</td>
</tr>
<tr>
<td>Miller, H. B.</td>
<td>52, 53, 59, 62</td>
</tr>
<tr>
<td>McNagham, J. C.</td>
<td>16, 24</td>
</tr>
<tr>
<td>Moore, T. E.</td>
<td>20</td>
</tr>
<tr>
<td>Norman, Henry</td>
<td>16, 39, 50</td>
</tr>
<tr>
<td>Novicce, J.</td>
<td>43</td>
</tr>
<tr>
<td>Osborn, C. S.</td>
<td>61</td>
</tr>
<tr>
<td>Peirce, H. K. D.</td>
<td>12</td>
</tr>
<tr>
<td>Raffalovich, Arthur</td>
<td>13</td>
</tr>
<tr>
<td>Ralph, Julian</td>
<td>26</td>
</tr>
<tr>
<td>Reid, Arnot</td>
<td>28</td>
</tr>
<tr>
<td>Name</td>
<td>Page Numbers</td>
</tr>
<tr>
<td>---------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Ruge, Scphus</td>
<td>50</td>
</tr>
<tr>
<td>Schönfield, Hermann</td>
<td>9</td>
</tr>
<tr>
<td>Shoemaker, M. M.</td>
<td>56</td>
</tr>
<tr>
<td>Simpson, J. Y.</td>
<td>15, 23, 42</td>
</tr>
<tr>
<td>Smith, Samuel</td>
<td>54</td>
</tr>
<tr>
<td>Smith, Thomas</td>
<td>26, 27</td>
</tr>
<tr>
<td>Stadling, Jonas</td>
<td>42</td>
</tr>
<tr>
<td>Stanford, Edward</td>
<td>61</td>
</tr>
<tr>
<td>Stead, Alfrd</td>
<td>49, 59</td>
</tr>
<tr>
<td>Stephan, T. M.</td>
<td>17</td>
</tr>
<tr>
<td>Thiess, F.</td>
<td>23, 24, 26, 29, 47, 49</td>
</tr>
<tr>
<td>Vladimir, pseud.</td>
<td>30</td>
</tr>
<tr>
<td>Whelpley, J. D.</td>
<td>43</td>
</tr>
<tr>
<td>Wiedenfeld, Kurt</td>
<td>40</td>
</tr>
<tr>
<td>Williams, Archibald</td>
<td>61</td>
</tr>
<tr>
<td>Wilson, R. R.</td>
<td>43</td>
</tr>
<tr>
<td>Witte, S. I.</td>
<td>63</td>
</tr>
<tr>
<td>Wright, G. F.</td>
<td>39, 40, 51, 59</td>
</tr>
<tr>
<td>Zabel, Eugen</td>
<td>39</td>
</tr>
<tr>
<td>Zdziarski, A. F.</td>
<td>2, 3, 35</td>
</tr>
</tbody>
</table>