

THE TRANS-SIBERIAN RAILWAY ROUTE TO THE FAR EAST.

There has just met in London the *Conférence du Service des Voyageurs Tarif International-Transsibérien*, at which important subjects connected with this great service have been discussed. The Trans-Siberian Railway has now taken its place in the great transport routes of the world, and it is obvious that many complicated questions must arise in the development of services which affect so many interests. The improvement of all that relates to the speed of the journey and the comfort of travellers has been steady and continuous, and only the most captious of critics can now find fault, remembering all the conditions, with the train service of the 7,443 miles between London and Vladivostok performed in eleven days, and which enables passengers to reach Japan in fifteen, China in eleven, and Shanghai in sixteen days compared with thirty-seven days via Brindisi and the sea route.

LONDON TO VLADIVOSTOK.

As stated, the railway journey from London to Vladivostok covers 7,443 miles, as shown in the following official table of distances taken from the South-Eastern and Chatham Railway Continental time-tables:—

	Miles from London
Charing Cross	0
Dover	78
Calais	103
Ostend	147
Brussels (Nord)	242½
Berlin (Fr. Strasse)	742½
Warsaw	1,127
Moscow (Brest)	1,890½
Moscow (Koursk)	1,891
Riajsk	2,145
Samara	2,635
Kourgan	3,421
Omsk	3,825
Bogotol	4,533
Iianskaia	4,895
Irkutsch	5,359
Manchuria	6,307
Harbin	6,891
Vladivostok	7,443

THE TRAIN SERVICES.

Trains now, for the Trans-Siberian service, leave London for Moscow daily, via Calais, Flushing, Ostend, and the Hook of Holland, some of these involving changes at St. Petersburg or Moscow, the two throughout services per week from London to Vladivostok being via Charing Cross and Ostend, the Monday service being the best in all particulars. The "train de luxe" (Nord-Express, London) goes as far as Moscow, leaving Paris and London on Mondays, Berlin and Warsaw on Tuesdays, and connecting with the Wednesday train of the Trans-Siberian Railway, with which the International Sleeping Car Company has for several years past been working in conjunction, and since 1907 has run direct to Vladivostok. This train is composed of first and second-class sleeping cars, baggage cars, which contain a bath-room and complete chemist's store, and a restaurant car which includes a reading-room provided with different games, such as chess, draughts, dominoes, etc. The attendants generally speak French, German, English, and Russian. One conductor trained as a nurse forms part of the service, and, if necessary, is enabled to telegraph ahead for a doctor to meet the train at any of the principal stations. In one case an operation for appendicitis was thus, to the writer's knowledge, successfully performed. How popular is the Trans-Siberian route may be judged from the fact that the full accommodation of the through services is practically booked up to the end of November. The trains now run have

first and second-class carriages, but negotiations are proceeding for a train de luxe of first class only, with improved type of rolling stock, providing a separate compartment for every passenger.

THE LONDON 1911 CONFERENCE.

To return to the Conference which has just concluded its sittings. As above stated, there are many administrations concerned with this great service, and at the recent Conference—the fourth held, the previous meetings being at Paris, St. Petersburg and Brussels—the representatives were as under. They were entertained at luncheons and dinners by the Great Eastern, South-Eastern and Chatham, and Northern of France Railways, the last-named being represented by Mr. A. Sire, its London agent, and the Canadian Pacific Railway, represented by their general European agent, Mr. G. McL. Brown.

THE PRESIDENT.

The interests of Russia at the Conference were naturally of special importance, and the President was His Excellency Pierre de Tchérémissinoff, who was supported by His Excellency Robert San-Galli and Mons. Arkady Kostin—whose photographs, by Valerie, we have pleasure in reproducing—and also by Mons. de Romotski.



His Excellency Pierre de Tchérémissinoff.

THE REPRESENTATIVES.

AUSTRIA.

Mr. Emil Guisolan, State Councillor, Director Austrian State Railways.

A Representative of the Austrian Lloyd.

BELGIUM.

Mr. Martin, Director, Belgian State Railways.

Mr. Bossut, Chef de Division, Belgian State Railways.

Mr. P. Defrance, London Representative, Belgian State Railways.

CANADA.

Mr. G. McL. Brown, European Manager of the Canadian Pacific Railway.

Mr. H. S. Carmichael, General Passenger Agent, Canadian Pacific Railway.

Mr. H. G. Dring, Assistant General Passenger Agent, Canadian Pacific Railway.

Mr. A. Catoni, Paris Agent, Canadian Pacific Railway.