

INTERMISSION #127

E-zine by Ahrvid Engholm, ahrvid@hotmail.com, for EAPA, N'APA and others whom may be followers of Roscoe (or not?) and ed's newstweets from @SFJournalen. This # offers you hot dogs, poetry, a trip to Mars, and more! While letters aren't flipped around by a shaking train, like with Tom Edison's rag, typos still faithfully appear, alas. Be happy and do a zine! Late Nov 2022

Editorially: An Interesting Village, Edison's Printshop, War

Another issue of this highly intellectual publication hits your eyes. We'll take you to the Old Swedish Village in the recently liberated Kheerson oblast, talk about the Rus vikings and king Charles, who was probably the first in history to recognise Ukranian independence, in 1711 - see #123! And wasn't the story of the young Tom Edison printing on a shaking, squealing train interesting! This will dig deeper into that, shining a light bulb on it you could say. We will also make a quick return to the great space reporter Eugen Semitjov, just as we learn that the Artemis spacecraft has successfully entered a Moon orbit. We'll meet the young "Space Hobo" too and cover other recent events.

DYKTAWO by the way. We see more and more reports about the low morale of the Russian soldiers, their lack of equipment and training, their huge losses, the incompetence of the leadership, the war crimes committed - even kidnapping an innocent little Raccoon! This just can't go on. But as this Putin



A car owner getting winter exercise.

clown has no intention to quit, the only solution is to kick him out of either Ukraine - or the office. I've done my bit with a strict fanzine blockade against Kremlin! And the new Swedish government decided on our 8th aid package to Ukraine, perhaps the biggest this far worth about €500m. It includes much needed air defence systems to protect their energy grid. To this a number European cities of Eurocities.eu are donating a lot of power generators to Ukraine (Stockholm is in this group, I hope we contribute too). Let's hope it helps our yellow and blue friends through the winter. I also learn that we'll take part in new training programs for Ukrainian soldiers, this time in Germany and Poland. We could maybe show them a little about Winter warfare, we have hugte forests and lots of snow as winter arrived! It snowed for three days, delivering close to half a metre of snow! But I don't like this white stuff (except watching crfoss country skiing on the telly). Snow is uncomfortable. I don't think I'll follow the Football World Cup in Qatar is very hot. The tournament should never have been placed there, eg because of their bad treatment of guest workers. And now we hear that they have banned bheer! Are they out of their minds? If you ban bheer you are tired of life.

--Ahrvid Engholm

Old Swedish Village

One place liberated when Ukrainian forces took back Kherson, was Gammalsvenskby, as we call it - the name means "Old Swedish Village". ("By" is Old Norse for village or town, and is via the Vikings found in English place names today like Grimsby or Derby. In modern Swedish it means village, and in modern Danish and Norwegian by means city.) Gammalsvenskby is on the western bank of the Dnepr river and was settled by Swedish migrants in the mid 1700s. The Swedes lost Estonia in the great Northern War but there was a substantial Swedish population on the Estonian island of Dagö. In 1762 the Russian Empress Catherine encouraged the Swedes to relocate (or they were deported) to land recently conquered from the Ottomans and the spot became "Old Swedish Village", with about 1000 Swedes. They kept their language and culture for a couple of hundred years until they - after clashes with the communist authorities - were allowed to emigrate to Sweden in 1927. Just a few remained and from what I've learned there are only about 20 inhabitants - mostly elderly - who today speaks Swedish, in a village of 7-800 people. More info:

<https://en.wikipedia.org/wiki/Gammalsvenskby>

Video on the hunt for the Swedish village in Ukraine (in English):

<https://www.youtube.com/watch?v=rpWJ6Xli9uA>

<https://www.youtube.com/watch?v=rpWJ6Xli9uA>

An old Swedish village in Ukraine (also in English):

https://www.youtube.com/watch?v=pB5w5f_Zpnc

https://www.youtube.com/watch?v=pB5w5f_Zpnc

A rather long report from the village (English subtitles):

<https://www.youtube.com/watch?v=wXBGGX80z98>

<https://www.youtube.com/watch?v=wXBGGX80z98>

A shorter report from the village (Swe subs only)

<https://www.youtube.com/watch?v=zBrnpAJH5d8>

<https://www.youtube.com/watch?v=zBrnpAJH5d8>

Swedish evening news visits the village (no English subs, alas) after liberation:

<https://www.youtube.com/watch?v=aFSoeDXsaW8>

A villager who speaks Swedish (Swe subtitles only)

<https://www.youtube.com/watch?v=UXbr5FVkcMw>

About a trip to the village (in Swedish, but it is mostly just pictures):

<http://www.gammalsvenskby.se/BilderFoton.htm>

A long travel report from Gammalsvenskby (in English):

<https://www.travelblog.org/Europe/Ukraine/Kherson/Gammalsvenskby/blog-420726.html>

<https://www.travelblog.org/Europe/Ukraine/Kherson/Gammalsvenskby/blog-420726.html>

But the connections between Sweden and Ukraine goes much further back than that. It was descendants of the Vikings who founded Ukraine. https://en.wikipedia.org/wiki/Rus%27_people tells us about the "Rus" who:

were an ethnic group in early medieval eastern Europe. The scholarly consensus holds that they were originally Norse people, mainly originating from present-day Sweden, settling and ruling along the river-routes between the Baltic and the Black Seas from around the 8th to 11th centuries AD. They formed a state known in modern historiography as Kievan Rus', which was initially a multiethnic society where the ruling Norsemen merged and assimilated with East Slavic, Baltic and Finnic...

The political power of it later moved to Moscow and formed what today is known as Russia. But let's be clear: that the Russians started 1000 years ago in today's Ukraine in *no way whatsoever* gives the shithead Putin any right to invade and start this stupid war! The US of A started in

England, you could say - the 13 colonies were founded by the English - but that would hardly legitimate USA to invade London.

To this we shouldn't forget the battle of Poltava 1709, the sort of Waterloo for the Swedish king



The welcome sign to "Old Swedish Village" in Ukrainian, Swedish, German and English. (The area had a substantial German population too.) A few there still speak Swedish.



Where it's situated.



Women (mostly) in the church of Gammalsvenskby. It looks beautiful. Let's hope the Russians didn't loot the church. (There was much looting in the village.)



Stalin started a new wave of terror in the late 1930s. Here "To the Memory of the innocent Swedish villagers who were deported and disappeared 1937-38" + 18 names.

Charles XII. The Ukrainian leader "hetman" Ivan Mazepa - a major figure in Ukrainian national history - was an ally of king Charles. The allied troops were outnumbered by the Russians (the king thought their quality and fighting spirit would make up for it) and unfortunately lost. King Charles fled to Turkey - Mazepa followed and died there the year after. Charles later fell in battle in 1718, trying to invade Norway and that was the end of our "imperial" ambitions. But in a way we're guilty starting an earlier empire, today

having some of its least



Artist's impression of Ukrainian leader Mazepa and Sweden's king Charles XII prior to the ill-fated battle of Poltava. (But Swedish anti-tank launchers extract their revenge 314 years later...)

glorious days... The name "Rus" comes from the region "Roslagen" just north of today's Stockholm. "Ros" ("Rus" in alternate spelling) refers to rowing, "Roslagen" means "rowing crews", people who were into rowing boats:

<https://en.wikipedia.org/wiki/Roslagen>

So there you have it. Folks from around Stockholm founded Russia. And look what mess that has gotten us in to!

Events Gallery

Sweden did have a few colonies back in the days. You may have heard of New Sweden, around Delaware (1638-1655, the Dutch then took it). We had a port in West Africa, treaty rights in Shanghai, and of course various territories around the Baltic Sea. The last Swedish possession in Germany, Wismar, had been pawned and the buy-back rights lapsed as late as 1903. We declined to use them. I wouldn't have been a good idea to own a piece of Germany as WWI came!

Nov 16 I went to the lecture "Histories from a Swedish colony" about the longest lasting possession, the Caribbean island of S:t Barthelemy, bought from France in 1784 and sold back in 1878. We learned about the slave trade - later banned by our parliament - and heard about life in the small



Nov 7 I stumbled upon a "Russians Against War" demonstration. I counted to ca 75 brave souls. They take a risk since Putin probably has spies in Stockholm and their families back in Russia could be persecuted.

capital (see picture) Gustava, named for king Gustav III. Today S:t Barth is a popular holiday destination and Gustava still has that name.

The next day, the Tranströmer library had an open stage for poetry reading. In the pic below a poet (I forgot to note his name) reading an interesting poem about cosmology and space poet Harry



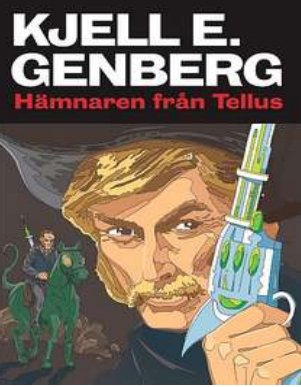
Martinson, who I have covered so much her in *Intermission* that you'r probabbly dead tired of him by now! Anyway, who doesn't like poetry? And space!

That library also told us exciting stories of myths & mysteries in old Stockholm Nov 12. Horrific crimes and the equally horrific punishments. Ghosts. Curious events. Told by PhD Annika Sandén.

Our little writers' society The Short Story Masters had an extra meeting, at the home of Kjell Genberg, Nov 19. An interesting pice of news is that Kjell has had his first book translated to Russian. The deal was made before Putin's shitty war and the book's title translates (in English) to something like "Journey of Horror" (publisher Ridero, translation Evgeny Sharaevsky). The plot is about 17-18th Century sailing ships and sea warfare. "I have read my Hornblower..." Kjell commented. He is Sweden's perhaps most prolific writer, "half an Asimov" with 250+ titles, have a look at some of them:



"Myths & Mysteries in Stockholm" Nov 12. Heinous crimes, haunted houses and such. A hanging shown on screen.



Wild West skiffy: *The Avenger from Tellus*



An AI simulating poet Karin Boye.

https://www.goodreads.com/author/list/6529002.Kjell_E_Genberg

Kjell has BTW recently published the sf novel *The Avenger from Tellus*. It is actually a "re-writing" to skiffy background of book #1 of his wild west kiosk paperback series Ben Hogan, which he wrote more than 50 of. Now horse opera became space opera!

Our meeting otherwise drew plans for an author tour in southern Sweden in May and afterwards consumed a lot of hot dogs.

Finally, Nov 21 offered more poetry. The Romanian Culture Institute, beginning to rise again to their usual high standard of events after the pandemic, held its 11th poetry

translation workshop. It's their innovative annual event where they let Romanian poets translate Swedish poets, and vice versa. The Romanian poets were Alexandra Parvan and Ioana Vintila and the Swedish ones Lina Rydén Reynolds and David Zimmerman. They spent about six days translating each other



Short Story Masters conspiring against humanity. Clockwise: Kjell, Ulf D, Helena, Cecilia, Ulf B. Behind the camera Joe R Struly, ie Mr E.



Kjell Genberg's Russian book, *Journey of Horror*.

(using English as intermediate language, but they said it gave very imprecise meanings to words - they had to discuss exact meanings a lot). Then they read both the original poems as well as the translations, in Romanian and Swedish. It's a challenge to follow poems you can't follow. It's more to listen to the rhythm and tone of it and it strikes me that it may be a way to come closer to the very core of poetry: rhythm and tone...

Of special interest, I thought, was the Lina Rydén Reynolds' poetry, which was parts of her new "poetry novel" *Use them as you wish* as the title would be in English. It's a novel-length set of poems from an apocalyptic world. I thought it was rather interesting!

Lacking a Rhysling (see https://en.wikipedia.org/wiki/Rhysling_Award) we haven't had much science fiction poetry here since Harry Martinson (Oh! Him Again!) in the 1950's. We have Johannes Heldén with cosmo-ecological poetry and an AI has interpreted Karin Boye in *Ammaseus Horisont*

<http://www.svenskscifi.se/ammaseus.html>, one of our best poets and also behind the dystopian novel *Kallocain*. We have Teodor Werelius' *Noll Plus Noll* - I have a long review of Wegelius in *DAST Magazine*, here through Google Translate:

https://www-dast-nu.translate.goog/recension/noll-plus-noll?_x_tr_sl=auto&_x_tr_tl=en&_x_tr_hl=en-



Hot Dog Masters: Ahrvid, Ulf D, Kjell, Cecilia, Helena. Yummy!

[US&_x_tr_pto=wapp](#) Poetry in space or the future has its very own challenges. Lina RR will be interesting to follow (the reviews I googled looked rather favourable).

We also have crap by Comet-John Benzene Jr, some filksong writers (if such lyrics counts as poetry) and my favourite Kjell Borgström

<https://www.goodreads.com/book/show/36987388-en-slags-parallell> who for decades graced our fanzines with his

extraordinary alien worlds.

I remember contacting him saying I planned a fanzine back in 1978, and he immediately sent me some poems. He did that to everyone, a real poetry Harry Warner!

Oh, I'm getting carried away... The evening at the



A selfie from the mingle afterwards.

Romanian Culture Institute ended with mingling around Romanian wine and finger food. My old Radio Sweden favourite Bill Schiller was there and I talked with the



Lina RR reading from her new sf poetry book. We also had a Romanian translation by Ioana Vintila (right), whose poems was then translated to and read in Swedish.



Poets Alexandra, David, Ioana and Lina discussing their work.

poets. Though I must confess I couldn't provide any deep analyses of their work...

Nice evening. Long live poetry!

HISTORY CORNER

A new amazing History Corner! Old skiffy-like mags. Edison. A space hobo. But let's start with Mars:

In earlier issues I have covered the Award winning space reporter Eugen Semitjov, soon to be portrayed a new TV documentary. I first met Eugen on the 1977 Stockholm sf con (or it could have been in 1976 too, but I remember 77) and worked with him on *Teknikmagasinet* in the 1980s and met him through the Swedish Space Movement club. Today we now follow *Artemis* to the moon, as a stepping stone to Mars. But Eugen had everything about NASA's Mars planning already in this 1969 *FIB-Aktuellt* article, "The first Mars trip is planned in detail to the day: Twelve astronauts in two giant ships" (I translate and summarise, of course)

It's 150 times further to Mars than to the Moon, 55 million km - and that's when Mars and Earth are at the closest. A trip to Mars in a manned spaceship seems incredible today when landing on the Moon still is a fantastic adventure... Experts from NASA have planned Mars expeditions for the 1980s in detail. Starting November 12 1981 - arriving August 9 1982 - parking in orbit around Mars for 80 days with descent to the Mars surface - return to Earth August 14 1983. They'll be away for 21 long months, in a scary artificial environment. Trapped in the black, dizzying emptiness. Released in half time on a planet less habitable than the Moon. The plan has been worked out at Marshall space centre in Alabama on the orders of president Nixon, and rocket expert Wernher von Braun is the boss: "We must have definite go ahead for the project before 1974 if the Mars ships are to be ready by 1981, von Braun says... There are years between the times Mars comes in position for a rocket shot from Earth. So far we have seen Mars close-by twice, in 1965 and in March this year. The scientists have every time been forced to revise their theories. With Earth telescopes details of 100 km could be made out. Mariner 4 (1965) photographed details of 3 km. Cameras of Mariner 7 that swished past Mars this summer could catch details as small as 300 metres! Once there were fantasies that Mars was inhabited by advanced civilisations. Astronomers of last century thought they could see geometric patterns of thin, dark lines. Canals, they thought, irrigation systems leading water from the polar caps to desert areas by a species of advanced technicians. The myth of the Martians was discarded but up to the 1960s Mars was seen as the planet that most resembled Earth. It was a shock when pictures from Mariner 4 showed Mars being full of craters, more like the Moon than Earth. But Mariner 6 and 7 have now revealed that Mars is a totally different planet than imagined: a quite peculiar planet, cold, gloomy, not like anything on Earth or the Moon. The riddle of the canals has been solved by the cameras. It wasn't an illusion, or canals, but long mountain ridges full of craters. Question remain. Why are spiderweb-like W-shaped clouds form in the afternoons in the swirling Martian atmosphere? Why does the surface get darker and brighter in step with the seasons? Is there after all plant life on this desolated crater world? Is it chemicals that change the colours? The change moves with 3.5 km/h! Could the planet have life forms which are totally new for us? Advanced remote controlled robots could perhaps give us answers that turns our knowledge about the mysterious planet upside down. 1971 and 1973: Mars and Earth are only 56 million km from each other. Satellites taking photographs are placed in orbits around the red planet to cover every spot of it - just as the moon was besieged and mapped before being conquered. The researcher staff of the receiving station in Pasadena, California, puts the pictures together for the first photographic map of Mars. 1975: The first unmanned soft landings! Two automatic laboratories - named Viking - to orbit Mars. Landing sections separate and are sent to different areas of the surface. The two Vikings have equipment to search for life, both in the atmosphere and the ground. Other instruments investigate the surroundings, turning cameras photograph the surroundings. The Vikings have four protracting landing legs with round feet. The landing will be a technical challenge. It must be automatic - to control it from Earth is unthinkable. It takes several minutes for radio signals to cross the huge distance. The thin Mars atmosphere (1/100th of the thickness of our air) requires extra durable heat shields, slowing down takes longer, the heating lasts longer. When the heat shield is done parachutes open to slow down. The Martian atmosphere is too thin for parachute landing - retro rockets must be used in the last phase of the landing. The landing modules send reports and pictures via radio to the orbiting space modules - which in their turn transfer the signals to Earth, where giant antennas enhance the weak whispers from a faraway world. That's as far as the secrets of Mars can be revealed by robots. But logical thinking can't be built into robot. So humans must go there so we know more. This is how the first manned Mars trip will be according to NASA experts: It uses two big spaceships. They are 11 metres in diameter and 90 metres long: weight 700 tons. They are atomic powered and have two detachable atomic rockets on the sides. The Mars ships are assembled by parts launched into Earth orbit. Five giant rockets of the Saturn 5 type (now used for the Moon trips) place the sections of the Mars ships in orbit. Astronauts are launched to do the assembling. When the "trucks" are ready to start the Mars crews enter. With that the first trip from planet to planet begins with an elongated curve outwards in the solar system. - from Earth to Mars reaching more than 1.5 times further from the Sun than we are. The twelve astronauts arrive after 270 days. They enter a 24 hour orbit around Mars, seemingly standing still over a selected portion of the Martian surface - Mars revolves with one turn in 24 hours /Ed: slightly longer, but let's not nitpick/ Unmanned probes are launched from there to take samples from the ground and return them to the ship where the material is chemically and biologically analysed. Later landing crafts with six men - three from each ship - go down to the planet surface. The expedition has material for staying 30 days and ground vehicles to move far away from the landing spots. One of the most important tasks is looking for life. The most insignificant insect or some sort of languishing plant would be a scientific sensation. The expedition will also bring along small animals to investigate if "Earth beings" could live on Mars. Humans move around easily on the little planet - you only have 2/5ths of your weight on Earth. A man of 80 kg weighs 32 kg. But the thick atmosphere is risky. The wind speed may become terrible on Mars. Hurricanes could create sand storms of dimensions never seen on Earth. And it is cold! Temperature varies from a max of 20C to far below minus 100C. Two small moons moves hastily over the dark blue-violet Martian sky. Phobos is 15 km across and Deimos 10 km. The bigger one orbits Mars in 7 hours and is only 1/3 above the surface. compared to Earth's TV satellites. That has resulted in fanciful guesses that the Martians moons could be artificial, placed in orbits - by whom...? The home trip by

■■■■ Det är 150 gånger längre till Mars än till månen. 55 miljoner kilometer — när Mars och jorden passerar varann som närmast!

En färd till Mars med ett bemannat rymdskepp verkar otrolig i dag när en landning på månen fortfarande är ett fantastiskt äventyr. Men medan "Apollo-12" förberedde den andra månlandningen höll ett team experter inom den amerikanska rymdstyrelsen Nasa på och detaljplanerade Marsexpeditioner för 1980-talet.

Start den 12 november 1981 — ankomst till Mars den 9 augusti 1982 — parkering i bana runt Mars under 80 dygn med nedstigningar till planetens yta — återkomst till jorden den 14 augusti 1983. I tjugoen långa månader kommer Marsfararna att vara borta från jorden. Borta i en kuslig, artificiell tillvaro. Instängda i rymdens svindlande, svarta tomrum. Utsläppta vid halvtid på en planet som är ogästvänligare än månen.

Färdplanen har på president Nixons order utarbetats vid Marshall rymdcenter i Alabama, där raketexperten Wernher von Braun är högste chef. — Vi måste ha definitivt klarsignal för projektet före 1974 om Marsfarkosterna ska stå startklara 1981, säger von Braun.

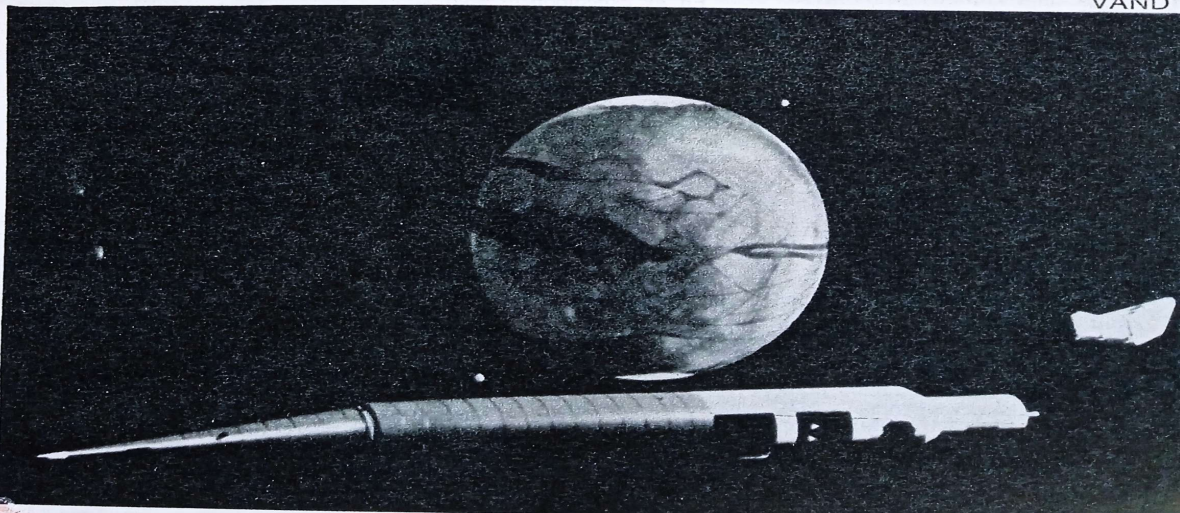
Innan människorna vågade ta steget till månen hade robotar med automatiska kameror och instrument i åratall gjort allt närgångnare attacker. På samma sätt förbereds nu människans väg till Mars av obemannade spaningssonder.

Framryckningen går långsamt. "Fönstret" för färder till månen öppnas en gång i månaden — men det passerar är mellan de tillfällen då Mars kommer i lämpligt läge för raketskott från orden.

Hittills har vi sett Mars i vitigat summa två gånger — 1965 och i augusti i år. Varje gång har bruskarna tvingats revidera alla tidigare teorier. Med jordbundna teleskop kunde astronomerna inte urskilja större detaljer än 100 kilometer på Marsytan. Den amerikanska marssonden Mariner 4 (1965) fotograferade markformationer på tre kilometer i diameter. Kamerorna på Mariner 6 och 7, som svepte över Mars i mars, fängade så små detaljer som 300 meter!

En gång fantiserade man om Mars var — eller varit — bebyggd av en högtstående civilisation. Förra seklets astronomer

Första Mars-resan detaljplanerad exakt på dagen: Tolv astronauter i två jätteskepp



FORTS.

av tätheten i vårt luftlager) kräver extra tåliga värmesköldar — inbromsningen går långsammare, upphettningen varar längre.

När värmeskölden gjort sitt fälls fallskärmar ut för att bromsa farten. Men Marsluften är för tunn för enbart fallskärmslandning — bromsraketer måste användas under landningsmanövern sista fas.

Från Marsytan sänder landningsmodulerna rapporter och bilder per radio till de kretsande rymdmodulerna — vilka i sin tur riktar signalerna vidare mot jorden, där jätteantennerna fångar upp och förstärker de svaga viskningarna från en avlägsen värld.

Så långt kommer Mars mysterier att avslöjas av robotar. Men logiskt tänkande kan inte byggas in i automater. Därför måste människan till Mars för att få veta mer.

Så här kommer den första bemannade resan att gå till enligt experterna i Nasa:

I expeditionen deltar två stora rymdskepp, vardera med sex man. Farkosterna är 11 meter i diameter och 90 meter långa. Vikt: 700 ton. De drivs med atomkraft och har två fällbara atomraketer på sidorna.

Marsskeppen monteras av delar som skjuts upp i satellitbana runt jorden. Fem jätteraketer av typ Saturnus 5 (som nu används för månfärder) placerar sektionerna till vardera Marsskeppet i satellitbana. Astronauter sänds upp för monteringsjobbet. När "långsträckarna" är startklara går Marsbesättningarna ombord.

Därmed börjar den första resan från planet till planet i en långsträckt kurva utåt i solsystemet — från jorden till Mars, som vandrar i en bana drygt 1,5 gånger längre bort från solen än i. Efter 270 dygn är de tolv

astronauterna vid målet.

De går in i en 24-timmars omloppsbanan runt Mars, står skenbart stilla över ett utvalt område av Marsytan — Mars vrider sig ett varv på 24 timmar, likadant som jorden. Från det läget skickas obemannade sonder ned för att ta prover från marken och återvända till rymdskeppen, där materialet analyseras biologiskt och kemiskt.

Senare går en landningsfarkost med sex man — tre från vardera rymdskeppet — ned på planetytan. Expeditionen har utrustning för 30 dygn på Mars och markfordon för forskningsturer långt bort från landningsplatsen.

En av expeditionens viktigaste uppgifter blir att söka efter liv. De mest obetydliga insekter eller någon form av tynande växtlighet blir en första klassens vetenskaplig sensation. Expeditionen har också med sig smådjur och annat för att uttröna "jordvarelser" möjligheter att existera på Mars.

Människor rör sig lätt på den lilla planeten — man har bara två femtedelar av sin jordiska tyngd i behåll. En 80-kilosman väger 32 kilo på Mars!

Men den tunna atmosfären medför risker. Fruktansvärda vindhastigheter kan råda på Mars. Tyfoner kan utan förvarning driva upp sandstormar av en på jorden aldrig skadad omfattning.

Och det är kallt! Temperaturen växlar från maximum 20 plusgrader till långt under 100 minusgrader.

Två små månar vandrar hastigt över den mörkt blåviolettera marshimlen. Phobos är 15 kilometer i tvärsnitt, och Deimos knappt 10 kilometer. Den större gör ett varv runt Mars på sju timmar och ligger bara en tredje-

tyckte sig urskilja ett geometriskt nätverk av tunna mörka linjer över planetytan. Kanaler, trodde man — ett sinnrikt bevattnings-system som ledde smältvatten från polarkalotterna till ökenområdena, anlagt av ett släkte avancerade tekniker.

Myten om marsianerna avlivades, men ända fram till 1960-talet ansågs Mars vara den planet i solsystemet som mest liknade jorden. Det blev en chock när bilderna från Mariner 4 visade Mars som ett kraterärrigt klot, mycket mer likt månen än jorden.

Nu har Mariner 6 och 7 avslöjat Mars som en helt annorlunda värld än man tidigare föreställt sig: en fullständigt egenartad planet — kall, dyster, olik allt som finns på både jorden och månen.

Marskanalernas gåta har lösts av Marinersondernas kameror. Det var inte en synvilla men inte heller kanaler, utan långsträckta bergskammar, späckade med kratrar.

Många frågetecken kvarstår! Varför bildas ett spindelliknande, W-format moln på eftermiddagarna i Mars virvlande atmosfär? Varför mörknar och ljusnar planetens yta i takt med årstiderna? Finns det trots allt växtlighet i denna ödsliga kratervärld? Är det kemiska fenomen som ändrar färgerna? Förändringen går fram med 3,5 kilometer i timmen! Kan planeten bära livsformer som är helt obekanta för oss?

Kanske kommer avancerade fjärrrobotar att leverera svar som än en gång vänder upp och ned på kunskapen om den gåtfulla planeten.

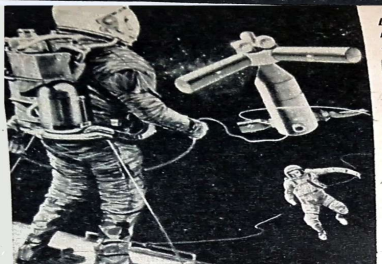
1971 och 1973: Mars och jorden är på bara 56 miljoner kilometers avstånd från varann. Fotosatelliter placeras i banor runt den röda planeten för att täcka varje fläck av landskapet — likadant som månen inringades och kartlades före erövringen. Forskarstaben på mottagningslaboratoriet i Pasadena, Kalifornien, kommer att lägga ihop bilderna till den första fotografiska kartan över hela Mars.

1975: De första obemannade mjuklandningarna! Två automatiska laboratorier — döpta till Viking — spinner i banor runt planeten. Landningssektionerna avskiljs och sänds mot var sitt område på Marsytan.

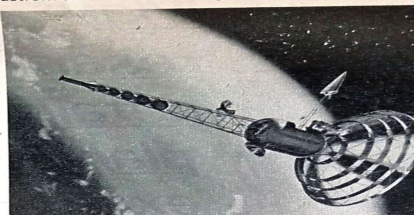
De två "Vikingarna" medför utrustning för spaning efter livsformer både i atmosfären och på marken. Andra instrument undersöker Mars livsmöjligheter, vridbara kameror fotograferar omgivningen. "Vikingarna" har fyra spretande landningsben och runda metallfötter.

Landningsmanövrerna blir ett tekniskt kraftprov. Landningen måste ske helt automatiskt — kontroll från jorden är otänkbar; det tar åtskilliga minuter för radiosignaler att passera det svindlande avståndet. Den tunna Marsatmosfären (en hundra

VÄND



De stora "Marslångsträckarna" ska monteras ihop av specialtränade astronauter i en bana kring jorden.



Rymdexperten Wernher von Braun: Vi måste ha definitivt klarsignal för Marsfärden före 1974. Då hinner vi bli klara till 1981, då vi har planerat att landa!

del så högt över planeten som telesatelliter över jorden. Det har givit upphov till fantasifulla gissningar att marsmänarna skulle vara konstgjorda satelliter, placerade i banor runt Mars — av vem...?

Marsexpeditionens hemfärd går i en vidsträckt bana runt solen. Efter 123 dygn passeras planeten Venus, vilket expeditionen drar dubbel nytta av.

Venus bombarderas med ett ton tunga instrumentsonder, som dels mjuklandar på marken, dels bärs av ballong i den tjocka atmosfären och kartlägger den evigt molntäckta planetens osynliga yta.

Dessutom kan Venus tyngdkraft utnyttjas för att accelerera rymdskeppens hastighet och vrida kursen i snävare riktning mot jorden — vilket förkortar restiden.

Men ändå — minst 600 dygn, nästan två år, kommer Marsfa-

rarna att vara borta från jorden. De måste vara försedda med mat, vatten och syre — eller kemisk-tekniska system som producerar allt detta.

Trots detta betraktar teknikererna inte konstruktionen av Marsskeppen som den mest svårösta uppgiften: kärnan i Marsprojektet är en driftsäker atomraketsmotor, som ska vara klar för provkörning i rymden år 1977.

Nasa arbetar redan med elektriska raketmotorer — "jondrift" — där drivkraften alstras genom utblåsning av elektriskt laddade partiklar.

Med en elektrisk raket kan vi uppnå praktiskt taget vilken hastighet som helst, nära ljushastigheten 300 000 kilometer i sekunden, säger Nasas vetenskaplige chef, professor Ernst Stuhlinger. Den skulle ge oss möjlighet att genomföra resan jorden — Mars — jorden på ett enda år. Frivilliga — ett steg framåt! ■

the Mars expedition goes in an extended orbit around the sun. It passes Venus after 123 days, which the expedition makes use of. Venus is bombarded by heavy instrument probes, that both land on the ground and are carried in a balloon in the thick atmosphere to map the surface of the eternally cloud covered planet. The gravity of Venus is also used to accelerate the spaceship and direct the course tighter towards Earth - which shortens the time of the journey. But still - 600 days, almost two years, is the time the Mars travellers will be away from Earth. They must have food, water and oxygen - or chemical-technical systems that could produce this. Despite this the technicians don't regard the construction of the Mars ships the most difficult in the project: the core of the Mars project is a reliable atomic rocket engine, which must be ready to be tested in space by 1977. NASA already works on electric rocket engines - ion driven - where the force comes from thrusting of electrically charged particles. With an electric rocket we may reach practically any speed, close to the speed of light at 300 000 km/sec, NASAs scientific chief professor Ernst Stuhlinger says. It would give us the possibility to make the trip Earth-Mars-Earth in a single year. Volunteers - one step forward!

Those late 1960's plans sound very advanced, but realistic. It's worth to compare with today's plans, which won't need atomic rockets (unpractical for several reasons) but indeed huge spaceships, here in the form of the SpaceX Starship. Launch several of them with extra fuel, refuel in orbit, and let the Starship itself do the landing on Mars, with extra fins for breaking and a steel body that can take the heat. Each Starship could take 100 passengers. Mr Musk wants to build hundreds of them and send a million people to Mars... I don't think that will happen, but a Starship could reach Mars by the end of this decade. We know there's no visible Martian life, the best to hope for is micro organisms or possibly fossils of such. Lots happen in space right now! The moon landing in a couple of years, incredible finds by the James Webb telescope, new planets, black hole pictures, maybe a satellite launch from Swedish Lapland, China building a space station.

But lets go to another trip to Mars! Bertil Falk is an important name in Swedish skiffy. He was the one reviving our *Jules Verne Magasinet* (JVM), 9(later taken over by Sam J Lundwall, he is an author an publisher of sf, covers it as a journalist and is also a genre historian (recently on our genre history in the three volumes of *Faktasin* - 1000+ pages!), and he became a fan already the 1940's JVM. Bertil actually made his debut at the ripe age of 12, when he had a short story published in a newspaper. I sent this story together with a translation to <https://file770.com/bertil-falk-from-a-space-hobo-to-finnegans-wake/>. We go to *Stockholms-Tidningen* in 1946:

The following tale of the future is written by a young man of age 12, and stands well in competition with futurist stories by adults:

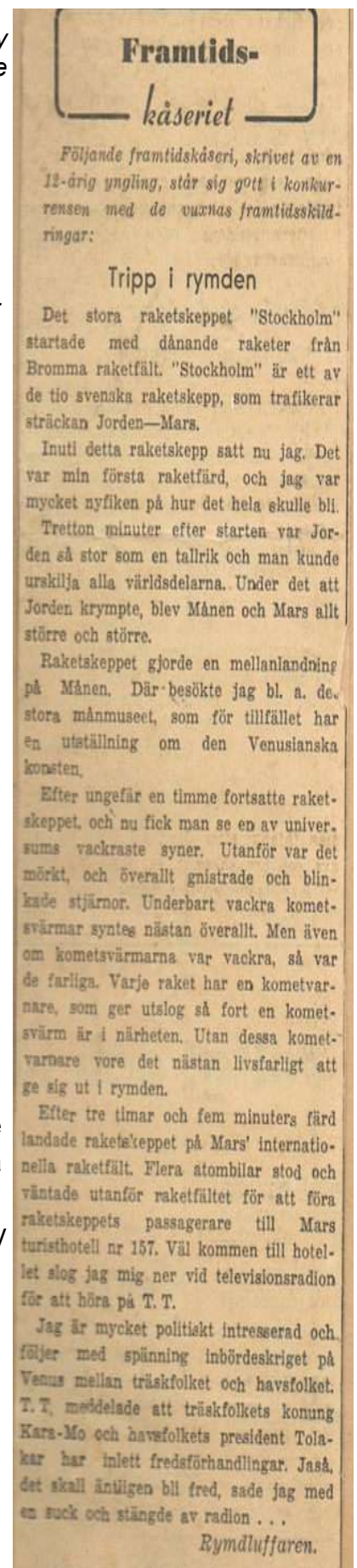
A Trip in Space

The big rocketship "Stockholm" started with roaring rockets from Bromma rocketfield. "Stockholm" is one of ten Swedish rocketships on the route Earth-Mars.

And now I sat inside this rocketship. It was my first rocket journey, and I was very curious about how it would all turn out.

Thirteen minutes after take off Earth was the size of a plate and you could make out all the continents. While Earth shrank the Moon and Mars continued to grow.

The rocketship made a stop on the Moon. There I made a visit to the big Moon museum that for the moment had an exhibition of Venusian art. After about an hour the rocketship continued again, and now you could see one of the most beautiful sights in the universe. Outside it was dark, and everywhere stars were gleaming and blinking. Wonderfully beautiful comet swarms were visible almost everywhere. But even if the



Bertil Falk's debut, at 12!

comet swarms were beautiful, they were still dangerous. Every rocket has a comet warner that gives a buzz as soon as a comet swarm is nearby. Without these comet warners it would be almost dangerous to go out in space.

After a trip of three hours and five minutes the rocketship landed on the international rocketfield of Mars. Several atomic cars stood and waited outside the rocketfield to take passengers to the Martian tourist hotel No 157. When I had arrived at the hotel I sat down by the TV-radio to hear the news.

I am very interested in politics and tensely follow the civil war on Venus between the marsh people and sea people. The news reported that the king of the marsh people Kara-mo and the president of the sea people Tola-kar had initiating peace negotiations. So, will there finally be peace, I said with a sigh and turned off the radio...

—The Space Hobo

Bertil took the "Space Hobo" pseudonym from a story by Eando Binder in JVM. A remarkable story for a young writer, but I think that the dangers of space must be swarms of meteorites, rather than comets that don't come in swarms

In #126 you could read about how the young Thomas Edison as a railway employee published a small newspaper, *The Weekly Herald*, that he sold to passengers and printed on a letterpress in an unused space on the train. This was so fascinating that I decided to see what more there was to learn! The inventor of the phonograph and the improved light bulb worked in the spirit of fanzine publishers already in the 1860s! I found a few pages of his publication on the 'Net. You had one in lastish, and here're some other (and I'm sorry if they are hard to read, I've tried to improve them with a photo editor).

Here's a photo of young Edison from



Young (Tom) Alva Edison

around that time. BTW, as a boy he used his middle name Alva (or Al), becoming Thomas or Tom much later.

Thomas Alva Edison grew up in Port Huron, Michigan, and on the Port Huron Depot Museum there's a reconstruction of his printing corner in the railway carriage. I can't guarantee it's accurate, but it looks like something he could have used. You set the type on the tray, inked it and used the roller you see in the corner. He also had a small chemistry lab, on the opposite side. I'd guess that he kept the type which he used to laboriously set the page, letter by letter, on one of the shelves under the chemistry desk.

The lab became his undoing as it at one point caused a fire that made the conductor to throw his equipment off the train (Edison still continued publishing for a while, producing the paper at home). It's a fantastic idea to produce a newspaper on a rolling, shaking train! I did some digging in biographies and so to find descriptions of his publishing empire. He sold the newspaper for 3 cent (or talking subscriptions for 8 cent/month) beside selling fruit and candy. In *Edison: His Life and*

Port Huron P. February 3rd 1862.

GRAND TRUNK RAILROAD

CHANGE OF TIME

Going west.
Express, leaves Port Huron, 7.05 PM
Mixed, For Detroit, leaves P. Huron at 7.40 A.M.

GOING EAST.
Express leaves Detroit, For Toronto, at 6.15 A.M.
Mixed, For P. Huron, leaves at 4.00 P.M.
Two Freight Trains each way.
C. R. Christie, Supt.

STAGES.

NEW BALTIMORE STATION

A tri-weekly stage leaves the above named Station every day for New Baltimore, Algonac, Swan Creek, and Newport.

MAIL EXPRESS.

Daily Express leaves New Baltimore Station every morning on arrival of the Train from Detroit. For Baltimore, Algonac, Swan Creek, and Newport.
O. R. & Bennett, Prop.

PL. HURON STATION.

An Omnibus leaves the Station for P. Huron on the arrival of all Trains.
Farmer's, Okey Agent

LOST LOST LOST.

A small parcel of Cloth, was lost on the cars. The Finder will be liberally rewarded.

MARKETS.

New Baltimore 24
Butter at 10 to 12 cts per lb
Eggs, at 12 cts, per doz.
Lard at 7 to 9 cents per lb
Dressed Hogs, at 3.00 to 3.25 per 100 lbs.
Flour at 450 to 475 per bbl.
Buckwheat at 1.50 per 100 lbs.
Molasses at 4 to 5 cts per lb.
Beans at 1.00 to 1.20 per bush
Potatoes at 60 to 65 cts per bush
Corn at 30 to 35 cts per bush.
Turkeys at 50 to 55 cts each.
Chickens at 10 to 12 cts each.
Geese at 25 to 35 cents each.
Ducks at 30 cents per pair.

ADVERTISEMENTS

RAILROAD EXCHANGE.

At Baltimore Station
The above named Hotel is now open for the reception of Travelers. The Bar will be supplied with a liberal of Liquors and every attention will be made to the comfort of the Guests.
S. Davis Proprietor.

SPLendid PORTABLE COPYING PRESSSES FOR SALE AT

MR. CLEMENS ORDERS TAKEN,

BY THE NEWS AGENT ON THE MIXED.

Ridgeway Refreshment Rooms—I would inform my friends that I have opened a refreshment room for the accommodation of the traveling public.
R. Allen, proprietor.

TO THE RAILROAD MEN

Railroad Men send in your orders for Butter, Eggs, Lard, Cheese, Turkeys, Chickens, and Geese
W. C. Malet, New Baltimore Station.

HERALD.

Published on the Mixed Train. June

THE WEEKLY HERALD

PUBLISHED BY THE NEWSBOY ON THE MIXED TRAIN.

TERMS

Our Paper will be delivered to subscribers on the line of the Grand Trunk for eight cents per month in advance.

To Grand Trunk Agents—We would feel obliged to the several Agents along the line of the Grand Trunk Railway, if they would be kind enough to send their orders for the Herald to the Newsboy (T. Edison) Mixed Train Detroit Section. Enclose eight cents per month strictly in advance. N. B. All items gladly received.

ITEMS.

The Norfolk Navy Yard is not to be rebuilt.

The ship building at Philadelphia never enjoyed more prosperous times than at present.

Gen Sickles left Washington on Tuesday to resume command of the Excelsior Brigade.

A vessel will sail from Baltimore for Liberia on the 16th of June by which emigrants can go.

In Toronto a crusade has been commenced by the authorities against the unlicensed grog-shops.

Col Corcoran is hourly expected at Norfolk under a flag of truce.

ENGLAND

Tom Sayers starts for Australia in September

The newspapers published in Great Britain number 1,165.

John C. Hazden is showing in the south of Wales.

It is officially notified that Queen Victoria will this year hold no levee or drawing-room.

The celebrated English ratter Jacko recently finished 1533 rats in the marvellously quick time of 5min & 23 sec.

It is stated that the Duc d'Aille on visiting the French court at the Great Exhibition was degraded from spot to spot by a French detective, who took down the name of every exhibitor at whose stall the royal exile lingered.

We understand that a memorial is about to be presented to her Majesty to allow the State apartments at Windsor Castle to be thrown open to the public, in anticipation of Windsor being visited by numerous foreigners during the Exhibition.

Thus far the Great Exhibition in London has been perfectly successful in a pecuniary sense.

The amount received for season tickets to the 9th inst was \$59,649. Crowds of delighted and wondering daily congregated about the American sewing machines watching the operators.

France.

Murphy the famous Irish giant has just died of small-pox at Marseilles.

The Emperor Napoleon is attending the Paris spring races.

The *Moniteur* announced the departure of Prince Napoleon to Naples adds he has no political mission.

It is reported in Paris that the Emperor of China intends sending an embassy extraordinary to France and England.

The Emperor and Empress and the Queen of Holland honored the Gymnase Theatre, Paris, with their presence to see Mr. Sarnou's new piece of *Le Pele Noir*.

Local Intelligence.

There is great excitement in Montreal over an attempt to reduce the current value of the British shilling to 2 1/2. Those newspapers are reaping a good harvest from the advertisements of long lists of retailers who will, and those who won't agree to the resolution.

Information wanted—Mr W. McSwaney while in Port Huron or Port Huron a few days ago met in with a few of his old cronies, and very kindly invited them to partake of a little John Barley Corn, they did so, and were "use happy" which however terminated in a little fuss that ended. Billy went to bed, and on getting up in the morning, his razor case, and all the loose Bank notes were gone, much to Billy's discomfiture, any information respecting either, will be gladly received by him.

We would say to Mr McSwaney, the only cure for the above is to use one quart less of John Barley Corn, each time you and friends meet, and in the course of a few weeks, the nett gain will more than remunerate for the loss. Ed H

Oil—We learn that a combination is being entered into by the Canada Oil well diggers, with a view of raising the price of the crude Oil to a remunerative figure, a very necessary move, as the difference between the prices of crude and

Continued on 2d page

Inventions by Frank Lewis Dyer and Thomas Commerford Martin (1910, at Project Gutenberg, <https://www.gutenberg.org/ebooks/820>) we learn that this industrious boy earned as much as \$600/year, and:

By a great amount of persistence I got permission from my mother to go on the local train as a newsboy. The local train from Port Huron to Detroit, a distance of sixty-three miles, left at 7 A.M. And arrived again at 9.30 P.M... After the railroad had been open for a short time, they put on an express which left Detroit in the

morning and returned in the evening. I received permission to put a newspaper on this train.



Edison's train based printshop reconstructed.

Connected with the train was a car, one part for baggage and the other part for U. S. mail, but for a long time it was not used...

Edison, who not only kept papers there and his stock of goods as a "candy butcher," but soon had it equipped with an extraordinary variety of apparatus. There was plenty of leisure on



His chemistry lab, also on the train.

HERALD

THE WEEKLY HERALD. PUBLISHED BY A. EDISON. TERMS.

THE WEEKLY Eight Cents Per Month.

LOCAL INTELLIGENCE.

Premiums—We believe, that the Grand Trunk Railway, give premiums, every 6 months to their Engineers, who use the least Wood and Oil, running the usual journey. Now we have rode with Mr. E. L. Northrop, one of their Engineers, and we do not believe you could fall in with another Engineer, more careful, or attentive to his Engine, being the most steady driver that we have ever rode behind [and we consider ourselves some judge, having been Railway riding for over two years constantly.] always kind, and obliging, and ever at his post. His Engine we understand does not cost one-fourth for repairs what the other Engines do. We would respectfully recommend him to the kindest consideration of the G. T. R. Offices.

The more to do the more done—We have observed along the line of railway at the different stations where there is only one Porter, such as at Utica, where he is fully engaged, from morning until late at night, that he has everything clean, and in first class order, even the platforms the snow does not lie for a week after it has fallen, but is swept off before it is almost down, at other stations where there is two Porters things are visa a versa.

J. S. F. Hathaway runs a daily Stage from the station, to New Baltimore in connection with all Passenger Trains.

Professor Power has returned to Canada after entertaining delighted audiences at New Baltimore for the past two weeks listening to his comical lectures etc.

Did't succeed—A gentleman by the name of Watkins agent for the Haytian government, recently tried to swindle the Grand Trunk Railway company out of sixty seven dollars the price of a valise he claimed to have lost at Sarnia, and he was well nigh successful in the undertaking.

But by the indomitable perseverance and energy of Mr. W. Smith, detective of the company.

The case was cleared up in a very different style. It seems that the would be gentleman while crossing the river on the ferry boat, took the check off of his valise, and carried the valise in his hand, not forgetting to put the check in his pocket, the baggage man missed the baggage after leaving Port Huron, while looking over his book to see if he had every thing, with him, but to his great surprise he had lost one piece, he telegraphed back stating so, but no baggage could be found. It was therefore given into the hands of Mr Smith, to look after, in the meantime Mr Watkins, wrote a letter to Mr Tushman, Agent at Detroit asking to be satisfied for the loss he had sustained in consequence, and referring Mr Tushman to Mr W. A. Howard Esq, of Detroit, and the Hon. Messrs Brown & Wilson of Toronto, for reference. We hardly know how such men are taken in with such traveling villains, but such is the case, meantime Mr Smith, cleared up the whole mystery by finding the lost valise in his possession, and the Haytian Agent offered to pay ten dollars for the trouble he had put the company to, and have the matter hushed over.

Not so, we feel that the villain should have his name posted up in the various R. R. in the

country, and then he will be able to travel in his true colors.

We have noticed of late, the large quantities of men, taken by Lieutenant Donahue, 14 regt, over the G. T. R. to their rendezvous at Ypsalonta, and on inquiring find that he has recruited more men than any other man in the regiment. If his energy and perseverance in the field when he meets the need, is as good as it was in his recruiting on the line of the Grand Trunk R, he will make a mark that the second went soon forget.

Heavy Shipments at Baltimore—We were delayed the other day at New Baltimore Station, waiting for a friend, and while waiting, took upon ourselves to have a peep at things generally: we saw in the freight house of the GTR 400 bbls of flour and 150 bags, waiting for shipment to Portland

BIRTH

At Detroit Junction G.T.R. Refreshment Rooms on the 29 inst, the wife of A Little of a daughter.

We expect to enlarge our paper in a few weeks

In a few weeks each subscriber will have his name printed on his paper.

Reason Justice and Equity, never had weight enough on the face of the earth, to govern the councils of men.

NOTICE.

A very large business is done at M. V. Millards Waggon and Carriage shop, New Baltimore, Station. All orders promptly attended to. Particular attention paid to repairing.

the two daily runs, even for an industrious boy, and thus he found time to transfer his laboratory from the cellar and re-establish it on the train...Nor did this amazing equipment stop at batteries and bottles. The same little space a few feet square was soon converted by this precocious youth into a newspaper office. The outbreak of the Civil War gave a great

stimulus to the demand for all newspapers, noticing which he became ambitious to publish a local journal of his own, devoted to the news of that section of the Grand Trunk road. A small printing-press that had been used for hotel bills of fare was picked up in Detroit, and type was also bought, some of it being placed on the train so that composition could go on in spells of leisure. To one so mechanical in his tastes as Edison, it was quite easy to learn the rudiments of the printing art, and thus the Weekly Herald came into existence, of which he was compositor, pressman, editor, publisher, and newsdealer... The thing was indeed well done as the work of a youth shown by the date to be less than fifteen years old. The literary style is good, there are only a few trivial slips in spelling, and the appreciation is keen of what would be interesting news and gossip. The price was three cents a copy, or eight cents a month for regular subscribers, and the circulation ran up to over four hundred copies an issue. This was by no means the result of mere public curiosity, but attested the value of the sheet as a genuine newspaper, to which many persons in the railroad service along the line were willing contributors. Indeed, with the aid of the railway telegraph, Edison was often able to print late news of importance, of local origin, that the distant regular papers like those of Detroit, which he handled as a newsboy, could not get. It is no wonder that this clever little sheet received the approval and patronage of the English engineer Stephenson when inspecting the Grand Trunk system, and was noted by no less distinguished a contemporary than the London Times as the first newspaper in the world to be printed on a train in motion. The youthful proprietor sometimes cleared as much as twenty to thirty dollars a month from this unique journalistic enterprise. But all this extra work required attention, and Edison solved the difficulty of attending also to the newsboy business by the employment of a young friend, whom he trained and treated liberally as an understudy. There was often plenty of work for both in the early days of the war, when the news

of battle caused intense excitement and large sales of papers. Edison, with native shrewdness already so strikingly displayed, would telegraph the station agents and get them to bulletin the event of the day at the front, so that when each station was reached there were eager purchasers waiting. He recalls in particular the sensation caused by the great battle of Shiloh, or Pittsburg Landing, in April, 1862, in which both Grant and Sherman were engaged, in which Johnston died, and in which there was a ghastly total of 25,000 killed and wounded.

There we also get the story of how Edison profited from the war news by selling 1000 copies of one of the regular newspaper, which he picked up on credit he persuaded them to give him. And:

the laboratory on wheels soon became crowded with such equipment, most costly chemicals were bought on the instalment plan, and Fresenius' Qualitative Analysis served as a basis for ceaseless testing and study. George Pullman, who then had a small shop at Detroit and was working on his sleeping-car, made Edison a lot of wooden apparatus for his chemicals, to the boy's delight. Unfortunately a sudden change came, fraught with disaster. The train, running one day at thirty miles an hour over a piece of poorly laid track, was thrown suddenly out of the perpendicular with a violent lurch, and, before Edison could catch it, a stick of phosphorus was jarred from its shelf, fell to the floor, and burst into flame. The car took fire, and the boy, in dismay, was still trying to quench the blaze when the conductor, a quick-tempered Scotchman, who acted also as baggage-master, hastened to the scene with water and saved his car. On the arrival at Mount Clemens station, its next stop, Edison and his entire outfit, laboratory, printing-plant, and all, were promptly ejected by the enraged conductor, and the train then moved off, leaving him on the platform, tearful and indignant in the midst of his beloved but ruined possessions...Saddened but not wholly discouraged, Edison soon reconstituted his laboratory and printing-office at home, although on the part of the family there was some fear and objection after this episode, on the score of fire. But Edison promised not to bring in anything of a dangerous nature. He did not cease the publication of the Weekly Herald. On the contrary, he prospered in both his enterprises until persuaded by the "printer's devil" in the office of the Port Huron Commercial to change the character of his journal, enlarge it, and issue it under the name of Paul Pry, a happy designation for this or kindred ventures in the domain of society journalism. No copies of Paul Pry can now be found, but it is known that its style was distinctly personal, that gossip was its specialty, and that no small offence was given to the people whose peculiarities or peccadilloes were discussed in a frank and breezy style by the two boys. In one instance the resentment of the victim of such unsought publicity was so intense he laid hands on Edison and pitched the startled young editor into the St. Clair River. The name of this violator of the freedom of the press was thereafter excluded studiously from the columns of Paul Pry, and the incident may have been one of those which soon caused the abandonment of the paper. Edison had great zest in this work, and but for the strong influences in other directions would probably have continued in the newspaper field, in which he was, beyond question, the youngest publisher and editor of the day.

Edison began with a sercon fanzine and ended with a fannish title, it seems! Among everything else Edison was also inventor of the mimeograph, though it was a flatbed affair to begin with (resembling his flat letterpress - a cylinder came when the AB Dick company acquired the invention) and we read:

So it also is in regard to the mimeograph, whose forerunner, the electric pen, was born of Edison's brain in 1877. He had been long impressed by the desirability of the rapid production of copies of written documents, and, as we have seen by a previous chapter, he invented the electric pen for this purpose, only to improve upon it later with a more desirable device which he called the mimeograph, that is in use, in various forms, at this time. and has been for many years, a standard office appliance, and is entitled to consideration, as the total number put into use up to this time is approximately 180,000, valued at \$3,500,000, while the annual output is in the neighborhood of 9000 machines, sold for about \$150,000, besides the vast quantity of special paper and supplies which its use entails in the production of the many millions of facsimile letters and documents. The extent of production and sale of supplies for the mimeograph may be appreciated when it is stated that they bring annually an equivalent of three times the amount realized from sales of machines. The manufacture and sale of the mimeograph does not come within the enterprises conducted under Edison's personal direction, as he sold out the whole thing some years ago to Mr. A. B. Dick, of Chicago.

Amateur publishing wasn't unknown at the time. HG Wells published *The Science Schools Journal* while at college (which 1888 published *The Chronic Argonauts*, an early version of *The Time Machine*). HP Lovecraft was very active in Amateur Press Associations. But what do you say if I give you a sort-of-sf magazine from 1793! It's something called *The Wonderful Magazine and Marvellous Chronicle or New Weekly Entertainer* describing itself as "a WORK recording AUTHENTIC ACCOUNTS of the most EXTRAORDINARY PRODUCTIONS, EVENTS and OCCURRENCES, in PROVIDENCE, NATURE and ART". It was printed in London and published by one C Johnson. It's

available in book form here: <https://archive.org/details/wonderfulmagazin1179unse> (It was otherwise a weekly.) On the cover illustration we see a man flying off on the back of a big bird - which clearly a sort of science fiction or fantasy! While some may see it as more of a "popular (pseudo-)science" magazine its contents don't seem to be very far from ideas of science fiction and fantasy! Among it we have eg:

- *Munchausen's travels and adventures*
- *Gulliver's travels*
- *Occult sciences*
- *Extraordinary productions of nature and art discovered in Cook's and other remarkable voyages*
- *Lord Monboddos ancient metaphysics*
- *Account of the wonderful longevity of Henry Jenkins*
- *The birth of a devil*
- *A monstrous serpent*
- *An extraordinary flight on the back of an eagle*



- *Strange circumstances of a child born with three eyes*
- *The art of foretelling future events, wonderful account of a man-fish*
- *Persons who have returned to life after they have been supposed dead*
- *An account of giants*
- *The difference between natural and diabolical magic*
- *A child nurtured by a wolf*
- *Second sighted men*
- *The prodigious force of imagination*
- *Instances of extraordinary strength*
- *Account of a very extraordinary animal*
- *A parrot holding a conversation*

- Life preserved by swimming under the ice
- A man cuts of his own head
- A blasphemer carried away by the devil
- An infant born with horns
- The enchanted tower of Toledo
- A city under water
- An uncommon whirlwind
- Strange effect of witchcraft
- A woman delivered a child by cannon ball
- Sailing coaches.

While most of this sound like tall tales of dubious pseudo-science nature, Munchausen, Gulliver and maybe a few other things were clearly presented as fiction - there's poetry, theatre plays too, which must be considered as fiction. When it comes to Gernsback and his *Amazing Stories*, often said to be the first sf magazine, he published pseudo-science too, didn't he.

But there's an even earlier, similar example, minus Munchausen and Gulliver. In 1682 one Eberhard Werner Happel of Hamburg, Germany, started a magazine called *Relationes Curiosae* ("Curious News"). It fell into Swedish hands - we had German

possessions at the time - and was immediately translated to and published in Swedish under the same title. Find it here: [https://www.goodreads.com/book/show/41926370-relationes-curios-oder-](https://www.goodreads.com/book/show/41926370-relationes-curios-oder-denckw-rdigkeiten-der-welt)

[denckw-rdigkeiten-der-welt](https://www.goodreads.com/book/show/41926370-relationes-curios-oder-denckw-rdigkeiten-der-welt) It had stories of mermaids, dragons and other strange animals, machines

and inventions, the solar system, people on the Moon, etc. It may also in a way be called a sort of skiffy rag. I have written about it in

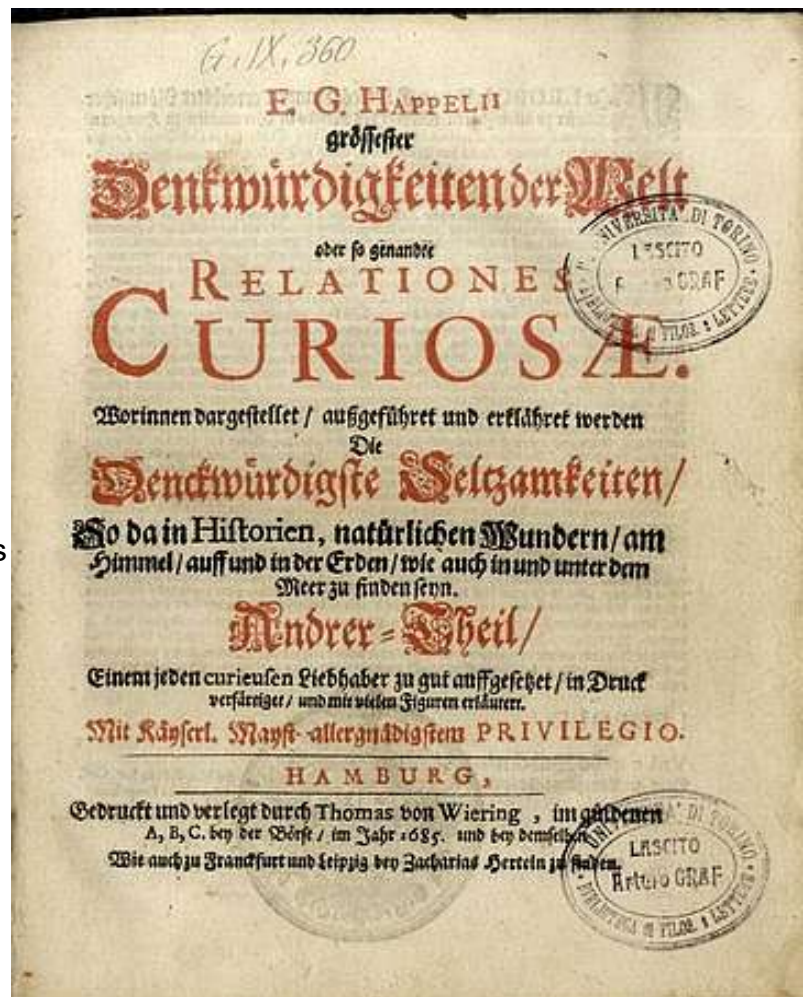
the SF Foundation of Liverpool magazine *Foundation* #72. In fact, I have through a series of postings on my SKRIVA list and in earlier *Intermissions* traced and written a lot about "precursors" of sf and fantasy magazines... I have for our local publishing found a number of interesting titles, among them *Fantasi och Verklighet* ("Imagination and Reality") from 1921 and *Sagomagasinet* ("Saga Magazine") 1936-38 (see pictures of covers), of which the last is a strong contender for being the first Swedish mag with 100% fantasy fiction (but aimed at children). And I'm

afraid, that's all I have space for in this. I still have more from the Royal Library Newspaper vaults, but it will have to wait.

Mailing Comments

First EAPA #223 then N'APA #261, you lazy bystanders: do a fanzine and join! If more people did fanzines there'd be fewer wars! And more bheer. Not to mention world peace.

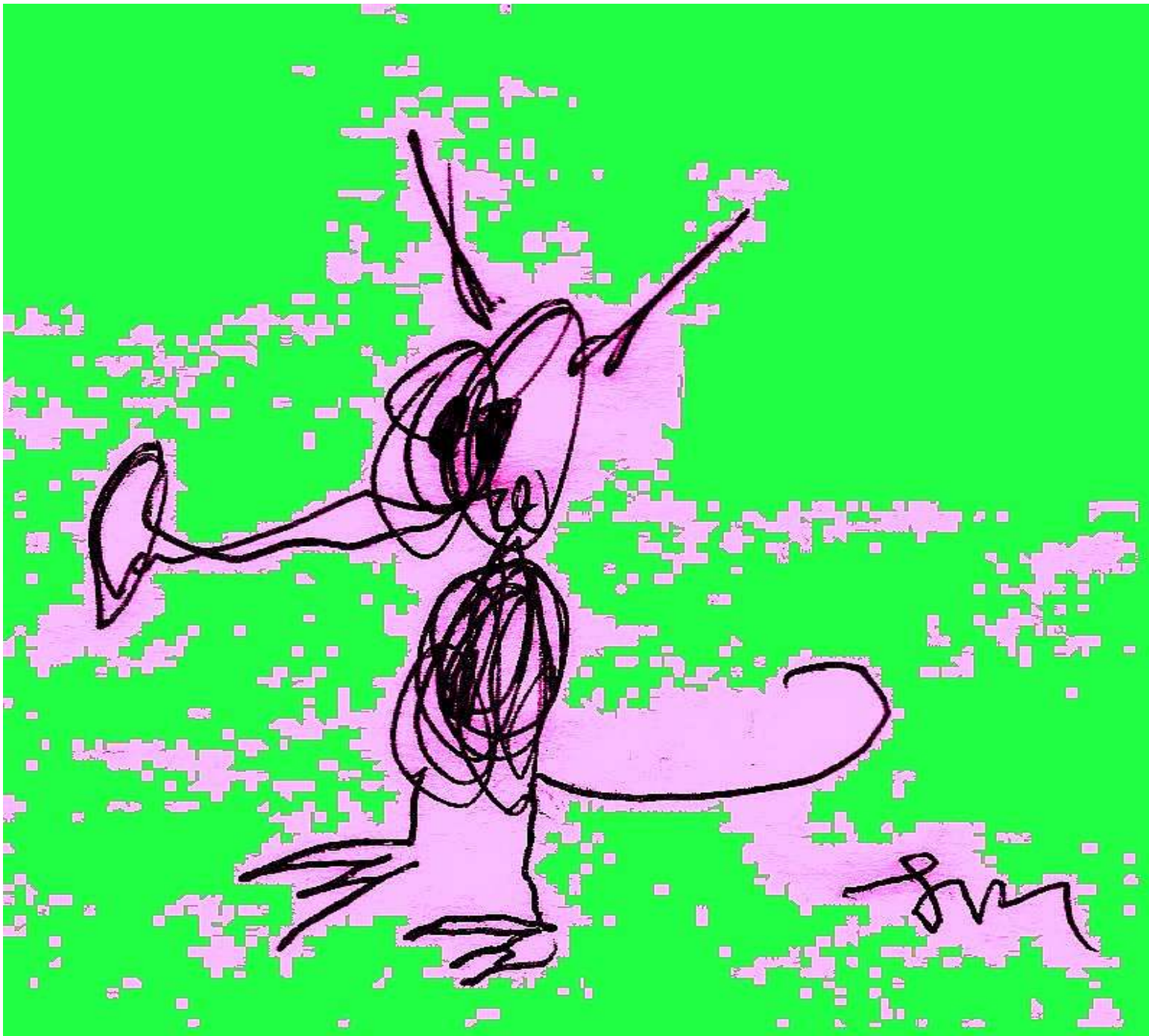
Heath Row: Cap page lengths? I'm sorry my *Intermissions* tend to be long... I began years back with issues perhaps 4-8 pages. It slowly grew to 10-12 pages. What happened a couple of years ago was that the Royal Library in Stockholm for a couple of months had their digital newspaper archive open and for two intensive



German *Relationes Curiosae*, 1682 (there was a Swedish edition too), similar to *Wonderful Magazine*



months I dug into newspaper articles on sf history, fandom, space and the like. I saved about 2000 files of articles and suddenly had a huge amount of historical material to present. So the issues grew, to often above 20 pages. I still have history material left, but now try to keep below 20 pages. To this, the last couple of years have also been full of news - the blasted pandemia, Russia's invasion of Ukraine, Musk and space etc. I hope to keep it below 20 pages and maybe even less. ❄️❄️ Why standing A4? I think a portrait format is easier to read. Feels better too. It's the form you're used to. ❄️❄️ I think the current process of globalisation will move us towards a more united Mankind. But it will take time, several generations (a generation is ca 25 years). It's the process of increased trade (which also generates economic growth), more migration and information exchange, better education, more open societies, and all that. The US of A used to be 13 colonies that saw themselves as their own countries - see what happened! Europe is moving towards more integration. And if we go 1000+ years back, places like England or Sweden were divided into a number of small kingdoms. Lowered borders, exchange of goods, people, information will make particles adhere to each other more and more. Of course there will be setbacks (like Putin's current bloody war) but they will be temporary. ❄️❄️ *"for fandom to survive and thrive, we need to think of it as One Big Fandom with enough room for all to play."* Sorry, I don't see the point in something that's called "fandom" surviving in name only - it loses its soul! Comics, film/TV, masquerading and stuff like that is superficial, uncreative - they just COPY stuff! - and with little intellectual content. And fandom - coming from the highly boundary-pushing and thought-speculative sf



A Little Green Man. Will Musk and Starship find him on Mars? Artist Lars LON Olsson may have the answer.

genre - is nothing if it isn't creative and interested in intellectual exploration. If our real fandom withers away, so be it - corrupting it won't save it. What we can do is to at least save the history of fandom, the example it has for the surrounding mundane world, and that will maybe keep just a few fen interested enough to keep a small flickering flame burning. Maybe we should erect the Tomb of the Unknown BNF (near Bixelstrasse, the Oblique House, or my local suggestion would be 45 Pontonjär Street) were we can go to remember all fallen fen. 🌟🌟 As said before, the only way membership in APA-L would work for me is if it was 100% E-based. 🌟🌟 I forgot what book I read on the ferry from Finland, but it could have been a short story collection (many stories blurs memory - I vaguely remember something about space). It makes me sorry to hear about Will Mayo passing away. Let's lower our beanies in respect. 🌟🌟 I asked Garth to re-run Intermission #123 because a computer glitch delayed #125. 🌟🌟 "We are not granted rights. We have rights." Amen to that.

Henry Grynsten: "For example we will be able to take feces from ten hefty human men and reassemble that into a full-course dinner." Yes, and the process doesn't even require nanobots. You use feces as fertilisers and grow things to eat. (If there is anything that food plants don't consume, it's in the soil. Here we could send down nanobots to collect whatever we'd need, if necessary.) 🌟🌟 "Look at our technological society, heading for a crash into a wall." No, it won't crash into a wall. Science lets us see the wall in advance and technology will let us steer away. 🌟🌟 "In my opinion, only humans are conscious. Animals only have what I call awareness." What's that "awareness"? But generally I agree. 🌟🌟 About "words". I once tried to read Wittgenstein's Tractatus and understood nothing, except that Ludwig W apparently thought that words set up boundaries for our thoughts, and thus finished "Whereof one cannot speak, thereof one must be silent." 🌟🌟 Interesting that you mention the Swedish humorist Falstaff, fakir - he's brilliant (didn't know he's been translated to English). 🌟🌟 Basically I agree that reading is important, as well as understanding what you read (which some dictators seem to have had a problem with). And you should vary what you consume. I read, beside sf (not much fantasy), some crime fiction, and I tend to read much non-fiction: history, popular science, odd culture. I believe it's a good mix. 🌟🌟 "Swedish culture is so normal, in this view, that it disappears" A statement that gets me smiling a bit. Swedish culture being the norm, the centre... 🌟🌟 Not sure that comparing culture with pH levels is a good example. 🌟🌟 It is said that when Martin Luther King received his Nobel Prize he became scared by the Lucia parade coming to his hotel room. He thought it was the Klan coming! But I think he soon calmed down. The Lucia traditions are, BTW, a quite clean-cut example of Swedish culture...with inspiration from Italy! 🌟🌟 Yes, the "double Maoists" were absolutely raving bonkers. It's correct that people that go to far out on the limb in their ideology lose the grip of reality. 🌟🌟 An interesting issue, but hard to comment since the subject of meaning of words, how to regard the world, how to consume information (and so on) is both so fundamental AND fuzzy. And as said, I didn't understand Wittgenstein.

William McCabe: It's good that BBC dropped the female Dr Who. I hope anyone trying to launch a "female James Bond" should think twice. It has been a regrettable trend to get female, black, gay or whatever you call "minorities" into work where they originally weren't...to "promote diversity". That's silly and bad! When you try to force "diversity" you discriminate. You discriminate all who are "diversified" away. What's morally right isn't equal outcome but equal opportunity. Trying to force everything to be that same is like using a heavy hammer to flatten things. I BTW believe all this talk of "Afrofuturism" is a hype driven by people who want to "diversify away" middle-aged males, who are the majority of the sf genre (and from my experience write the best sf). Look eg at the Hugos - you have no chance getting one with the wrong skin colour or chromosome set

Garth Spencer: So Canadian fandom was formed by the Conservative Party? Hm. Interesting, brief fandom history! So interesting you had to run it twice? 🌟🌟 BTW, I once met William Gibson in Stockholm, at a publisher's release event for one of his books published in Swedish. 🌟🌟 Fine conreport. And congrats for GoHship! Great GoH speech - but a bit short, wasn't it? 🌟🌟 Photocopying was so much more expensive than mimeo printing that it couldn't compete. The only way to use photo copying was if you worked on an office with a machine and you had permission to use it for free. I once calculated that the consumables (paper, ink) for mimeo printing was something like \$1 (U,S) per sheet (then, 30+ years ago), ie 0.50/page, an effect of the ink being sold cheaply as residual stock and that paper usually is on the cheaper side here (we are a big paper producer). If you could get photo copying at cost, it would be 5-10 times that (usually 10-15 cents/page). 🌟🌟 I think a central point with the worshipping that goes on in religion is that hypnotising effect from praying and sermons. Going to a certain place and hear an authoritative figure every week tell you this and that is a way to slowly hypnotise people. 🌟🌟 Esperanto? It looks more difficult than I thought!

Kevin Trainor Jr: In a way the Swedes have now revenged the loss of the Battle of Poltava, by helping the Ukrainians. We've sent 15 000 AT4 anti-tank weapons, machine guns, flak jackets, helmets, winter uniforms,

de-mining equipment, sea and land missiles, and the latest package was anti-air missiles (OK, the Americans have sent much more, but we've done our best) 🌟🌟 I have written a Swedish Fancyclopedia, the Fandbook, nearing 1 million characters in length and distributed as a PDF. 🌟🌟 I maintain that fandom needs to be about books, writing, text, and connect to fandom's history. 🌟🌟 Sorry to hear about Eric Flin't's economic problems.

Jefferson Swycaffer: Swedish-American Physicist max Tegmark thinks the Universe is ultimately math equations... If so, we may not find the ultimate equation because math seems to be "incomplete" by definition. Ask Gödel. 🌟🌟 As for characters in fiction, they may of course be "interesting", but I don't think they'll say anything psychologically interesting about humans beside the writer him/herself. Their role is to act in a way that is in accordance with the plot. The hero needs to be interesting, someone to identify with.

George Phillies: Sad to hear about the deaths of those three fen. It seems to me that "classic" fandom now consists of people around 80-90 years old, and we're getting used to RIPs about some of them every moth. People should live forever! We should make that skiffy idea a reality... 🌟🌟 I have heard of that 1920s "proof" that we couldn't reach the moon. I think LOX+petrol would work (after all Saturn 5's first stage was LOX+kerosene) but a stumbling stone incorrectly assessed was that the whole rocket must land and come back (like Tintin's rocket). The use of a smaller lunar lander save a lot of fuel and new materials make spaceships lighter. 🌟🌟 Net operators should n't assume everyone has a cellphone! 🌟🌟 "The Deadly Mantis" seems can be found here: <https://archive.org/details/the-deadly-mantis> - was that the film you talked about?

John Thiel: I've always seen the "enemies of science fiction" being high-brow mainstream culture. Pretentious "elite" culture can't understand that literature of wild speculations combined with an ambition to entertain could be something. To add to this I even believe they to a degree feel threatened by skiffy! If sf take their boring "ordinary" literature loses. 🌟🌟 I don't believe in "magic", but I do believe that science and technology from time to time can do things that at first glance look like magic (Clarke's law).

Samuel Lubell: I disagree about having the main sf awards today going to "minorities". I don't see that "minorities" say anything more interesting than what others could say too. I don't believe "cultural appropriation" is bad in any way. Anyone should have the right to cover any topic they want. And as always, giving extra advantages to one group is discrimination against all those left out! To have discrimination to "fight discrimination" is like f*cking for virginity. 🌟🌟 Poul Anderson was one of my favourites! I actually met him (on Seacon '79, the Brighton UK worldcon), gave him my then cruddy fanzine - and received a LoC from him after the con. I like his Flandry series, for instance. One of the first novels I read in English was his The Space Fox, about planet having a hydrogen atmosphere. A especially fun story is his The Makeshift Rocket about a spaceship powered by bheer... Sf needs more writers like Poul Anderson. 🌟🌟 I'm glad that the Trumpists fell back a little in the US elections. 🌟🌟 Sad that scientific knowledge is at such a low level. We need more science in schools! We'd need more science in media. Our TV chann els have daily sports news and a daily culture news program. Wny not a daily science and techno0logy news program! 🌟🌟 Yes, sf demands a little more of the reader than "ordinary" literature (mainstream). Beside getting into the story - what's happening, persons and all that - in skiffy you must at the same time get into that made up, imaginary background, which could be on another planet, far into the future, set in space etc. That double complication for sf is why I think you must be very clear in starting up the plot and describing the settings. Don't do that in an indirect, obscure way - the beginning og a story should be tell, don't show! In mainstream you have the settings for free to start with and could introduce things in a more subtle way. Another complication of sf is that the reader often need to have at least some understanding of science and technology.

Time to stop. This will be 18 pages. You're welcome to send me comments, I usually don't run LoCs (I fear it'd make ishs even longer) but may if you have something extra interesting to say or corrections/additions. Please consider doing a fanzine and join EAPA or N'APA or both. Fanzines make you healthier and raise your IQ and your local pub will give you a discount on your pints, I hope

--Ahrvid, editor without any shame

Слава Україні!