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Galician automobilism

*Or it also moves... moves! A trail of odourless smoke from burnt petrol mixed with curly dust of the track drags behind it, the wind ahead takes your breath away, trees flash at the sides, a terrified peasant stops with his hacks...*¹

In Galicia automobilism developed despite local motorisation since there was access to the achievements of other countries of the Monarchy (Czechia, Upper Austria). Due to the lack of home production, in Galicia the development of automobilism proceeded more slowly and less dynamically. Rides by individual cars were available only for the affluent, which is why they were called “a lordly pastime”. The most recent research shows that in Galicia transportation based on motor omnibus lines became common as it developed in a surprisingly rapid manner. Individual automobilists took part in “automobile trips” (see amateur rallies) organised by Galician automobilists’ associations. Their last journey was the departure to the frontlines of WWI. Those who managed to overcome the hardship of this “trip” returned as the pioneers of Polish automobilism.

Key words: motorisation, automobilism, transportation, Galicia, travels

Motorisation and automobilism are two interconnected areas of life. Although they are different fields, they are often reduced to a common denominator. Perhaps it is a result of the fact that even the online PWN service is not unanimous in this respect. The entry “automobilism” is described with two meanings of this word.² According to “Słownik języka polskiego PWN”, “automobilism” is 1.) a motor sport 2.) the obsolete meaning of “motorisation”. However, according to “Słownik języka polskiego PWN” edited by W. Doroszewski “automobilism” is “car transport, a motor sport”. Interestingly, in the term of “moto-

¹ *Na złamanie karku czyli automobil od Stromnegera*, „Kurier Lwowski” z 4 VI 1905, s. 2.

² *Automobilizm*, www.sjp.pwn.pl [dostęp 29.12.2019].

risation” such a discrepancy almost does not exist.³ “Słownik języka polskiego PWN” states that “motorisation” is “the introduction of a mechanical vehicle into transport; also: any issues related to it”, while “Słownik języka polskiego” edited by W. Doroszewski states that “motorisation” is “the replacement of human or animal force by a mechanical one (especially the force of internal combustion engines; provision of an engine; in a narrower meaning: the introduction of a large number of mechanical vehicles (cars, motorcycles etc.); mechanising, motorising; a field of technology dealing with such matters”. Considering both terms from the historical perspective, as a result of implemented research and analyses, the explanations provided by W. Doroszewski will be utilised for the purpose of this study.

The interconnections and differences between these two concepts, in the most illustrative way, can be explained by a story which happened to the German inventor Karl Benz and his wife Berta. These were, in fact two separate stories, closely linked to one another, just like motorisation is linked with automobilism and vice versa.

In 1886 Karl patented his vehicle with a petrol engine, the test drives of which were performed one year earlier.⁴ Later, he built two next slightly modified vehicles of his own invention. However, although Benz started a marketing campaign, as it could be called today, he was unable to sell any of them. Although he displayed one vehicle at the industrial exhibition in Paris, despite the enthusiastic invitation of the vehicle by Parisians during a drive which was supposed to advertise it in the streets of the city, nobody was ready to purchase even one car. At this point the history of motorisation was dangerously brought to a screeching halt. It is not known how long this stopover would last if it were not for Mrs. Berta Benz... Unable to convince her husband to continue the promotional campaign, worried about the state of family finances, she decided to take matters into her own hands. In the morning, on one fine August day in 1888,⁵ taking advantage of her husband's deep sleep, together with her sons, she entered one of Mr. Benz's vehicles and started travelling to her family living in Pforzheim. The planned trip was to last over 100 kilometres, just a trifle. In the late afternoon she overcame a series of difficulties encountered on her way, and finally the three of them luckily reached their destination.⁶ Mrs. Berta did not omit to notify her husband about it by telegraph.⁷ When motorisation came to a halt, automobilism took the initiative and moved the common effort forward

³ *Motoryzacja*, www.sjp.pwn.pl [dostęp 29.12.2019].

⁴ W. Rychter, *Dzieje samochodu*, Warszawa 1962, s. 60.

⁵ „Mutter Benz” 90 Jahre, „Österreichische Auto-Rundschau” 1939, nr 9, s. 13.

⁶ W. Rychter, dz. cyt., s. 65.

⁷ It was the first ever telegram sent informing about an automobile trip.

since, as it could have been predicted, the interest in Benz's cars, thanks to which such a long distance was covered, increased considerably and purchase orders came from all directions.

Not many people know that before Karl Benz built his engine-fuelled vehicle, another German, Siegfried Marcus, built in Vienna his own petrol engine car, ten years before Benz, in 1875.⁸ The vehicle was presented in the streets of Vienna (even produced in three items), as he expected to attract buyers' interest and to sell his invention with a profit.⁹ Unfortunately, Viennese treated his creation with reserve. It can be seen to this day in the Viennese Museum of Technology. After examination, it was discovered that the engine in the car in the museum exhibition was installed only in the 1890s,¹⁰ which means that Marcus tried to modernise his vehicle. However, there was no body like Berta Benz who would take care of the promotion. Ultimately, the first mass producers of cars in the Austro-Hungarian Monarchy were Graf brothers. Their production started in 1895 under the brand name Gebrüder Gräf.¹¹

In Galicia car manufacturing did not take place, although cars were present on its roads and automobilism developed in a similar way as in the whole monarchy; only the scale of the phenomenon was smaller. The first car appeared on Galician tracks in August 1897. The owner of this automobile transported from Paris was Kazimierz Odrzywolski, a pioneer of the oil industry.¹² The vehicle arrived in Lviv, which was an event heralded by the press. "Czas" in Cracow wrote about it,¹³ as well as "Gazeta Lwowska"¹⁴ and "Kuryer Lwowski".¹⁵ The last one described the whole event extensively: apart from the information about the planned appearance of the first car in the streets of Lviv,¹⁶ it wrote that "in Lviv there is a consortium which intends to bring a certain number of cars and offer them for public use in case if the vehicles turn out to be practical on the pavements of Lviv and if relevant authorities grant the enterprise a license under favourable conditions".¹⁷ Unfortunately, it was not mentioned in what form the cars could be offered for public use: by selling or renting them. A. Bogunia-

⁸ A.M. Rostocki, *Historia starych samochodów*, Warszawa 1981, s. 59.

⁹ W. Rychter, dz. cyt., s. 57.

¹⁰ A.M. Rostocki, dz. cyt., s. 60.

¹¹ Tamże, s. 105.

¹² A. Bogunia-Paczyński, *Cracovie automobile. Początki motoryzacji w Krakowie (1895–1918)*, Kraków 1999, s. 11.

¹³ *Samochód*, „Czas” 1897, nr 188, s. 2.

¹⁴ *Samochód*, „Gazeta Lwowska” 1897, nr 187, s. 3.

¹⁵ „Kuryer Lwowski” z 18 VIII 1897, s. 4.

¹⁶ In that time, contrary to popular belief, both terms “automobile” and “samochód” (Eng. “automobile” and “car”) were commonly used.

¹⁷ „Kuryer Lwowski” z 18 III 1897, s. 4.

-Paczyński mentions also that apart from the press information about this car driving through Cracow, there were warnings about the possible danger which could be caused by coming closer to the vehicle in motion.¹⁸ He links the press announcements with the comments by Antonina Domańska. Hearing about cars driving through Cracow, she allegedly stated: “how should I know whether I am located in a close or remote vicinity to this creation of human stupidity, which dares to call itself progress! How dangerous it is, why is it manufactured – to kill people or what?” The car brought by K. Odrzywolski, the first one ever seen in Galicia, was an attempt to create the first automotive enterprise and, at the same time, a reason for scandal and indignation in some circles of high society in Cracow. Simultaneously, the drive from Paris to Lviv initiated the age of long distance car travels practiced by Galician drivers.

Before moving to the main point, the study will explain one decision which had the most important influence on the form of the present elaboration, i.e. the choice of historical materials on which the analysis was based: the focus was put on materials from Cracow since these sources have already been utilised by two researchers dealing with motorisation from the period of the Austrian partition. The already performed studies by Andrzej Bogunia-Paczyński¹⁹ and Artur Kurek²⁰ directed the present study towards further research into Austro-Hungarian motorisation.

Driving what?

There is no automobilism without automobiles... which is an obvious fact. What did they look like? Who produced them? Where were they purchased? The best source is again the Galician press from that period. The answer to these questions could be found in car and motorcycle registers kept by the police, which include, except for the first name and surname of the owner and possible chauffeur, also the make and even the model of a car. Unfortunately, the only known police register utilised for the purpose of this study was kept by the Imperial and Royal Police Directorate in Cracow. It would be very interesting to find other registers, even in a fragmentary form. It has to be remembered though

¹⁸ A. Bogunia-Paczyński, dz. cyt., s. 11.

¹⁹ A. Bogunia-Paczyński, *Mój Benz, moja Mercedes...*, Kraków 1992; tenże, *Samochodowcy, wyścigowcy, automobilery albo diabły i diablące w daimlerowskich landach*, Kraków 1998; tenże, *Cracovie Automobile...*

²⁰ *Na tropach galicyjskiej turystyki motorowej*, „Folia Turistica” 2008, nr 19, s. 91–112; *Od przejażdżek automobilami do turystyki. Zarys dziejów turystyki samochodowej w Galicji do 1914 roku*, „Folia Turistica” 2010, nr 23, s. 135–152.

that all their records begin in 1906. The press reports are less ordered but constitute an equally relevant source of knowledge since they appear together with the first vehicles unregistered by the police.

The make of the first car allowed for use in Lviv can be known thanks to the note in "Kuryer Lwowski",²¹ which states that "the test of a Victoria car"²² took place on Saturday on the 11th of September in 1897 before midday. It is reasonable to assume that it was the above mentioned car brought by Kazimierz Odrzywolski. Why would he buy the car in the distant Paris instead of buying it in Germany where it was produced? The test was performed before a committee consisting of the magistrate's clerks and the police. As a result, as stated in the press note, the Lviv representative of the company obtained the permission to use the car in the city Lviv.²³

Two years later also "Kuryer Lwowski"²⁴ included an advert of "Pielecki i ska" company from Lviv, which offered "automobile cars with French Dion&Bouton engines". The advert contained also an illustration showing a small two-person car with wheels similar to these of a motorcycle. From the content of the advertisement it may be inferred that "Pielecki i ska" company disposed of a warehouse with weapons, bikes, phonographs and acetylene lamps, and also of the assortment of vehicles: automobiles, "tricycles"²⁵ and "bikes" with engines with "the power of 2 to 8 HP and the swiftness of 5 to 50 km per hour". As the Galician saying literally goes, true hodgepodge of "black shoe polish, soap and plum jam" (Eng. "everything from soup to nuts").

Another car of French origin appeared on Galician roads in 1900 thanks to a group of military men who experimentally travelled from Vienna to Przemyśl with a Bolée car manufactured under the French licence by the Austrian factory Leesdorfer Automobilwerke.²⁶ This drive threw everybody in raptures as its route led through high mountains.²⁷ The admittedly primitive vehicle was certainly up to the difficult task.

Those first cars resembled carriages without tongues and were bought by traders/risktakers who were willing to venture to sell any type of technical devices. The visual resemblance of early automobiles to carriages was used in the press advert of the company of Stanisław Serwa from Rzeszów. He had a facto-

²¹ „Kuryer Lwowski” z 13 IX 1897, s. 2.

²² It was a model of Benz's car produced under this name.

²³ „Kuryer Lwowski” z 13 IX 1897, s. 2.

²⁴ „Kuryer Lwowski” z 26 VI 1899, s. 4.

²⁵ Three-wheeled vehicles.

²⁶ *Eine automobilistisch = militärische Dauerfahrt Wien-Przemyśl*, „Allgemeine Automobil-Zeitung” z 9 IX 1900, s. 18.

²⁷ *Automobilem z Wiednia do Przemyśla*, „Kuryer Lwowski” z 14 IX 1900, s. 3.

ry of carriages and springed carts on Lenartowicza Street; however, the advert from 1913 was illustrated with the image of an early automobile although at that time such a silhouette of a car was already outdated.

A ground-breaking moment for the appearance of cars was 1901 in which the German company Daimler created a truly innovative model of a racing car, which for the first time in the world had a lower elongated profile with the wheelbase much bigger than the span of wheels. It was built after a driver of this brand died in an accident taking part in a race near Monte Carlo. This accident demonstrated the necessity of change in the proportions of the profile of the car in order to lower the center of gravity. The events are considered by many historians to be the birth of the car in the modern sense of this word.²⁸

In the new era of motorisation, the above mentioned company, Pielecki from Lviv, still operated on the market as a warehouse with weapons although in its commercial offer in 1905 it still had cars. This time those were vehicles of the Puch brand, produced in the Austrian Graz.²⁹

At that time the idea of “car for everyone” was born, thanks to which the less affluent strata of the society could use the benefits of automobilism. Such access to mechanical vehicles was possible thanks to motorcycles called at that time “motor wheels”. However, fans of this type of transport constituted a separate group,³⁰ which was closer to cyclists riding bikes than to people travelling with the use of four wheels. One of such cars was Ultramobile: “a carriage for practical use without the help of a professional driver”.³¹ It was produced by the Viennese plant of Ign. Langhammer and Company and offered by its Lviv agency: Adolf Lindenberger company on Akademicka Street 15.³² Another cheap car in those times was the three-wheeled one propelled by the 6 HP engine produced by Cyklon Maschinenfabrik GmbH company from Berlin. It can also be found among vehicles registered in Warsaw.³³ The opposite to these “little cars” was the vehicles used by richer purchasers. Except for people from upper classes, this group involved various offices, both state and gmina ones. Cars of various makes were registered for private use in Cracow,³⁴ produced both in the Monarchy by the home industry (Laurin&Klement, Austro-Daimler or Austro-

²⁸ A. Rostocki, T. Sokołowski, *Świat starych samochodów.*, Warszawa 1972, s. 78.

²⁹ „Kurier Lwowski” z 30 III 1905, s. 8.

³⁰ One text dedicated to this topic was written by Artur Kurek; A. Kurek, *Na tropach galicyjskiej turystyki motorowej*, „Folia Turistica” 2008, nr 19, s. 91–112.

³¹ „Kurier Lwowski” z 22 III 1906, s. 8.

³² Tamże.

³³ Archiwum Narodowe w Krakowie, zespół Akta Dyrekcji Policji w Krakowie, sygn. DPKr 177; sygn. DPKr 87.

³⁴ Tamże.

-Fiat, etc.) and the imported ones (Opel, Benz, Ford, etc.). Brand names which have already been forgotten involve e.g. Loraine Dietrich, Miracle or Hupmobil.

As far as vehicles bought by the offices are concerned, the German Benz was bought by the governorship in Lviv in 1908. However, before it was introduced into use, it was adapted in a certain way.³⁵ The Cracow Municipal Power Plant and Municipal Waterworks owned cars of the Laurin&Klement brand.³⁶

The Galician roads were frequented also by luxury cars with completely covered suspensions, which constituted at the time the peak of comfort available only for the chosen few. Such cars included vehicles used by foreign drivers, most frequently from aristocracy, to travel through Galicia. Such a vehicle of "a new construction, looking like a carriage covered by glass",³⁷ was used by the Russian prince, Mikołaj Galicyn (1850–1925) to travel from Vienna to Russia in 1902.

Apart from passenger cars: private ones, company cars and those used as taxis, also vehicles utilised for mass transport are worth mentioning. Currently, they are called "buses"; at that time they were most often described as "motor omnibuses". The idea of such transportation was born also in Cracow where in 1907 the authorities considered "the introduction of automobile traffic through the city along the line from the Podgórski bridge to the railway station".³⁸ An omnibus from Drohobycz ran also to the railway station. It was "a quite comfortable, totally glazed vehicle with 35 horse power, which could accommodate 20 people".³⁹ Obviously, the passengers could also carry their baggage inside. Joy derived from this modern means of transport was short as only one month after its activation the authorities stopped using it, the reason being "tearing down the rubber jackets on the wheels and since it was unprofitable for the owner to bring new ones the omnibus was dragged to the shed where it could be left for the winter".⁴⁰

Another specific form of transport was vehicles operated by post offices as they served a double role: they carried people with their personal luggage and mail. Postal omnibuses in some places were seen as the solution to the lack of railway. For this reason in 1906 it was proposed to initiate postal transport along the routes: Stanisławów–Bolińrodzany and Stanisławów–Tyśmienica.⁴¹

³⁵ „Goniec Polski” z 22 VII 1908, s. 6.

³⁶ Archiwum Narodowe w Krakowie, zespół Akta Dyrekcji Policji w Krakowie, sygn. DPKr 177, s. 344.

³⁷ *Na automobilu*, „Kurier Lwowski” z 25 VI 1902, s. 4.

³⁸ *Automobile miastowe*, „Kurier Lwowski” z 26 X 1907, s. 3.

³⁹ *Z letnisk i uzdrowisk*, „Kurier Lwowski” z 19 VII 1909, s. 6.

⁴⁰ Tamże, s. 7.

⁴¹ *Automobile pocztowe*, „Kurjer Stanisławowski” z 28 X 1906, s. 3.

Cars in that time were bought by means of numerous commercial enterprises located in Galicia offering products of specific manufacturers. As mentioned before, the first of them was the Lviv company "Pielecki i ska" with the weaponry warehouse. With time, the interest in the sale of mechanical vehicles was shown also by traders from other lines of business. In 1906 cars of the French make de Dion Bouton were offered by e.g. "Dom dla Ziemian" with its subsidiaries in Lviv, Cracow, Czerniowice, Stanisławów, Tarnopol, Rzeszów and Kołomyja.⁴² With time, the sale of cars became the business of specialised enterprises, e.g. the First Galician Inn for Automobiles from Przemyśl, which in 1907 tried to organise the exhibition of new cars and a market of used ones.⁴³ This enterprise was accompanied by the convention of postmasters. The exhibition displayed "postal automobiles and motor carriages for various purposes for suppliers, bakers, hotel owners, oilers, butchers and canteen owners".⁴⁴ Some companies also offered used cars in their headquarters such as Auto Central Garage E. Rudawski i Ska from Cracow. In March 1913 it offered "a bargain sale of used automobiles" of the following makes: Gräf&Stift, Laurin&Klement (including one omnibus of this make), Germania, Mercedes, Peugeot, Cotterau and Dion-Bouton.⁴⁵ Some companies such as the Cracow "Autogarage" from Karmelicka Street, apart from selling vehicles, offered also "storage, cleaning and repairs".⁴⁶ Particular entrepreneurs strove to obtain the possibility to sell products of one make. It happened sometimes that the initiative came from the car manufacturer itself. An instance of such search for sales representatives was the advert in "Kuryer Lwowski" from December 1906: "in all the major cities of Austro-Hungary we are looking for an agent to manage capital for the absolutely first-class, renowned automobile make. Possibly the agency for major districts could be offered. We ensure huge support through considerable advertising. Please send your offers to the advertising office Hans Cuno, Berlin S. W. 48 on B. B. 41".⁴⁷ Strangely enough, the advertiser wanted to remain anonymous but from the place of inviting offers it can be inferred which German manufacturer that might be.

Finally, although commonly the phenomenon of automobilism refers at present to cars being used for the purpose of transportation,⁴⁸ trucks have to

⁴² *Przewodnik po Galicyi...* (wydanie letnie), Kraków 1906, s. 62.

⁴³ „Goniec Polski” z 26 II 1907, s. 81.

⁴⁴ Tamże.

⁴⁵ „Czas”, nr 101 z 1 III 191, s. 5.

⁴⁶ *Przewodnik po Galicyi...* (wydanie letnie), Kraków 1907, s. 62.

⁴⁷ „Kuryer Lwowski” z 7 XII 1906, s. 8.

⁴⁸ To put it simply, car transportation entails carrying people by means of mechanical vehicles, while transportation in general involves carrying any type of raw materials, goods and devices by means of such vehicles.

be mentioned as well. Especially at the beginning, by their sheer presence they contributed to the local population becoming familiar with mechanical vehicles the more so because such vehicles were often the first ones that people saw with their own eyes. In 1903 military trucks, gigantic for the standards of that time, appeared in Cracow and Przemyśl. They circulated not only within the territory of the fortresses but also made long-distance trips. Information about a truck driving through Cracow can be found in "Czas".⁴⁹ "Głos Rzeszowski"⁵⁰ informed about the sighting of a supply truck in Rzeszów, belonging to the military warehouse in Przemyśl. In both accounts the huge size of the vehicles was underlined.

Who is driving?

For automobilism to occur there have to be people fascinated with automobiles. Obviously, such aficionados abounded also in Galicia. Who were they? From which social backgrounds did they come from? What professions did they have? The previously mentioned A. Domańska wrote about them in the following manner when the first automobile appeared in Cracow: "so we already have in Cracow an automobile, a machine propelled by means of a motor [...]. Everybody is amazed, Mycielski, and Tomkowicz, and Kossak, and Wyczółkowski – when they saw the thing in the square, they felt as if they were in the middle of Paris!!!"⁵¹ It is possible to find commonly known names⁵² in the police register of cars in Cracow kept from 1906 based on the Austro-Hungarian law.⁵³ The names in the Cracow car records include e.g. Stanisław Wieczorek – the owner of property on Długa 10, Lucjan Stefan Wilkoszewski – an attorney's clerk, count Dominik Potocki and prince Kazimierz Lubomirski.⁵⁴

Here it has to be clearly stated that not every car owner, being an ardent fan of automobilism was also a driver. Frequently driving one's own car was delegated to a hired professional chauffeur.⁵⁵ Here again it is possible to exa-

⁴⁹ *Samochód do celów wojskowych*, „Czas” z 17 IX 1903, s. 2.

⁵⁰ *Automobil*, „Głos Rzeszowski” z 5 VII 1903, s. 3.

⁵¹ A. Bogunia-Paczyński, *Cracovie Automobile...*, s. 11.

⁵² Registers from different years can be found in the records of the National Archive in Cracow in the unit „C.K. Dyrekcja Policji w Krakowie 1848–1919” file no. DPKr 177.

⁵³ *Dziennik ustaw państwa dla królestw i krajów w Radzie państwa reprezentowanych*, cz. LXII, 7 X 1905, s. 395–397.

⁵⁴ Archiwum Narodowe w Krakowie, zespół Akta Dyrekcji Policji w Krakowie, sygn. DPKr 177; sygn. DPKr 87.

⁵⁵ The origin of the word "chauffeur" may be explained at this point: it is derived from French and before it started to signify a person driving a car, it described a stoker in a train, ship

mine the Cracow register to find some of them: Hugo Figar – hired by Tadeusz Stryjeński, Michał Worgo – working for prince Kazimierz Lubomirski, Karol Mally – driving the car belonging to Piotr Guzikowski. Interestingly, it was often the owner of the car who was seen as the guilty party in a car accident. Such an opinion can be found in e.g. “Kurier Lwowski”, related to the Peasants’ Movement. The author of the text entitled “At breakneck speed”⁵⁶ wrote: “if only the life of car owner was put at risk; unfortunately, those who win their bread by being engine drivers, rifleman etc. or pedestrians are also in jeopardy”. Sometimes attacks on the advocates of automobilism and their machines were not only verbal. In autumn in 1908 in Podgórze unknown perpetrators cut tyres in an omnibus running for a few days from Cracow to Myślenice, during its stopover at the square in Podgórze.⁵⁷ A more serious incident took place in Zakopane where in August in 1908⁵⁸, highlanders, opposed to the operation of the omnibus between Zakopane and the Eye of the Sea, attacked the vehicle being the property of an entrepreneur called Deptuch⁵⁹ and beat up the driver.⁶⁰

It is important to mention those who saw automobilism as an lucrative source of income, through sale of cars or running repair shops and garages. Those people also possessed their own private automobiles e.g. Witold Ustyanowicz – the owner of the Cracow Galic; Auto Garage and Emil Rudawski, who offered Laurin&Klement cars for sale in Cracow. Both of them were also ardent sportsmen who took part in car races.⁶¹ Another group was constituted by entrepreneurs dealing with the maintenance of transportation companies, e.g. Adam Trzeciecki (1850–1911), who in 1905 obtained a license from the authorities in Stanisławów.⁶² He was at the same time the owner of oil mines⁶³ and the Galician representative of “a Belgian company manufacturing automobile omnibuses”.⁶⁴

The natural course of events was the automobile fans’ willingness to associate as the number of cars and their owners increased in Galicia. A relatively comprehensive description of this matter is provided by Andrzej Bogunia

or a road vehicle propelled by a steam engine. Interestingly, in the Polish press sometimes journalists used the Polish word for a stoker (Pl. *palacz*), e.g. the press announcement in „Kuryerze Lwowski” of 25 VIII 1905.

⁵⁶ *Na złamanie karku*, „Kurier Lwowski” z 7 IV 1904, s. 2.

⁵⁷ *Wrogowie automobilów*, „Goniec Polski” z 27 XI 1908, s. 5.

⁵⁸ *Napad górali na automobil*, „Goniec Polski” z 17 VIII 1908, s. 7.

⁵⁹ „Kurier Lwowski” z 1 VIII 1908, s. 6.

⁶⁰ As can be seen from the above mentioned example, profitable transportation regarding the route from Zakopane to the Eye of the Sea constituted a hot issue already 112 years ago.

⁶¹ A. Bogunia-Paczyński, *Mój Benz, moja Mercedes...*, Kraków 1992, s. 27.

⁶² *Omnibusy automobilowe w Stanisławowie*, „Kurjer Stanisławowski” z 24 XII 1905, s. 2.

⁶³ *Omnibusy automobilowe w Stanisławowie*, „Kurjer Stanisławowski” z 9 III 1905, s. 3.

⁶⁴ *Omnibusy automobilowe w Stanisławowie*, „Kurjer Stanisławowski” z 13 VIII 1905, s. 2.

Paczyński in his book *Samochodowcy, wyścigowcy, automobilery albo diabły i diablące w daimlerowskich landach*.⁶⁵ The present study, apart from offering basic information derived from this source, enriches the information by showing the perspective of press reports from beyond Cracow.

The initiative of creation of an organisation associating fans of automobilism was launched in 1907 by the management of the National Tourism Association established in Cracow in 1906. Proper invitations were sent; however, the first meeting of the small group of enthusiasts took place only half a year later. Under the leadership of Zygmunt Rosner, the secretary of the National Tourism Association, they prepared the articles of association of the organisation.

The attempts were reported by the Lviv press, precisely “Kuryer Lwowski” in January 1908. Information was published about “invitations sent by the committee which organises the Galician club for fans of automobilism, inviting them to a meeting on Friday on the 24th of the current month at 5 P.M. in the offices of the National Tourism Association. The subject of the session is the discussion about the draft of the articles of association. Admission only for the invited. Persons who did not receive invitations are requested to appear on Thursday in the office of the Tourist Association”.⁶⁶ During this session the articles of association were adopted and submitted to the Governorship in Lviv for authorisation. On the 1st of February in 1908⁶⁷ the Galician Automobile Club officially started to operate. Although it was supposed to cover the whole Galicia with its activity according to the art. 3 of its articles of association, its general meeting took place in Cracow. With time, it led to a conflict between the Cracow and Lviv members, which caused a serious crisis in the operation of the Club.⁶⁸ As a result, many members related to Cracow left its ranks.

Consequently, unassociated automobile fans from Cracow and former members of the Galician Automobile Club established an automobile section in the National Tourism Association in 1913.⁶⁹ This section in April 1914 was transformed in an independent organisation called the Cracow Automobile Club in the National Tourism Association”.⁷⁰

It is defunct to conclude what happened next with the club as A. Bogunia-Paczyński does not mention any information in this respect, nor is it mentioned in the Galician press form that time. Admittedly, “Allgemeine Automobil-Zeitung” published in Vienna in the issue from mid-July in 1918 reports that

⁶⁵ A. Bogunia-Paczyński, *Samochodowcy...*

⁶⁶ *Klub automobilistów*, „Kuryer Lwowski” z 22 I 1908, s. 8.

⁶⁷ A. Bogunia-Paczyński, *Samochodowcy...*, s. 15.

⁶⁸ Tamże, s. 177.

⁶⁹ Tamże, s. 83.

⁷⁰ *W Krajowym Związku Turystycznym*, „Głos Rzeszowski” nr 9 z 12 IV 1914, s. 5.

Galician Automobile Club operates in its two offices in Cracow on Wiślna 7 and Lviv on Fredry 7⁷¹ but this information seems to be automatically repeated without verification from one issue to another.

With time, to the Austro-Hungarian army contributed to the increase in automobile traffic in Galicia. It experimented with cars since 1898 when on the 9th of October for the first time a truck was tested in Vienna as an artillery tractor. In Galicia the first military cars appeared probably for the first time in 1900: first on the 1st of September during the experimental drive from Vienna to Przemyśl,⁷² then on the 11th of September during imperial manoeuvres near Jasło.⁷³

Why?

The reasons why Galicians started driving cars were not much different from our contemporary reasons for using cars as a means of transport. Initially, car rides were chosen for the purpose of entertainment, usually with excessive speed. Editors of "Kuryer Lwowski" (related to Peasants' Movement) called this way of utilising cars "a lordly pastime".⁷⁴ As mentioned before, the idea of utilising cars for a profit started to germinate in Galicia at the moment when the first vehicle appeared in Lviv.

Car travels were undertaken like today both for private purposes and for business and professional ones. Officials went on trips to perform inspections, e.g. the State Marshall, count Stanisław Henryk Badeni, who in 1908 in an automobile "vetted the Łańcut powiat and its plants".⁷⁵ In another case the governorship in Lviv went on a trip to "control works pertaining to regulation of Bystrzyca and Dniestr".⁷⁶

The need arose for group practice of automobilism apart from individual driving escapades. An instance of collective utilisation of automobiles in Galicia might be the great manoeuvres started on the 10th of September in 1900 near Jasło. "For making those test drives, in the Central Police Headquarters there is one light vehicle and one four-person car, in the both army headquarters there is one motor carriage and a truck in each central corps headquarters (except for

⁷¹ *Offizielle Mitteilungen des Galizischen Automobil-Club*, „Allgemeine Automobil-Zeitung” z 19 VII 1918, s. 5.

⁷² *Eine automobilistisch = militärische Dauerfahrt Wien–Przemyśl*, „Allgemeine Automobil-Zeitung” z 9 IX 1900, s. 18.

⁷³ *Manewry cesarskie*, „Kuryer Lwowski” z 12 IX 1900, s. 5.

⁷⁴ *Zabawka pańska*, „Kuryer Lwowski” z 22 VII 1903, s. 3.

⁷⁵ *Łańcut Marszałek Kraju*, „Kuryer Lwowski” z 4 IX 1908, s. 6.

⁷⁶ „Kurjer Stanisławowski” z 18 IX 1910, s. 3.

the 10th corps)".⁷⁷ As can be inferred from the above press note, the number of automobiles used in those manoeuvres was not astonishing but they were used in a thoughtful and planned manner.

Also civil car users undertook group activities. In 1908 the established Galician Automobile Club organised a common long-distance test drive, the aim of which was "the animation for longer common trips, the examination of roads and calculation of used petrol or, in case of organising automobile races (if the imperial and royal governorship permits), the establishment of new petrol stations".⁷⁸

Sometimes such common meetings of car lovers were managed by entrepreneurs from the automotive line of business. They made such organisational effort to distinguish themselves from the increasing fiercer competition. Following the same goal, Emil Rudawski from Cracow organised on the 12th of September 1909 a car show with a race.⁷⁹ At the beginning the guests could see garages and workshops run by him along with the petrol station and the commercial warehouse of the brand "Laurin & Klement". Then a short race followed, the first sports competition of this kind for car fans from Cracow. The cherry on top was a documentary shot for this occasion entitled "The automobile show in Cracow and races on the Mogiliańska Mountain". This first Polish movie about motorisation was produced by the local motion picture company "Cyrk Edison".⁸⁰ Unfortunately, until his day it is impossible to find it as probably it was destroyed.

The authorities in Galicia decided to implement organised transport. Like today it was implemented mainly by means of taxis and buses. Taxis, in those times called "automobile hackneys" basically served to move around cities and their closest vicinity. When a licence was granted to a taxi enterprise, places of taxi stops were usually designated and the fare for using a taxi was determined. In 1906 the Lviv authorities granted J. Schrenzel the licence to use three vehicles, and designated three stops for them: next to the Mariacki Square, before the municipal theatre and near one of the hotels.⁸¹ As far as the fare was concerned, it was determined that "one ride during the day costs 2 koronas; the most expensive fare can be charged for a ride to the racing square (10 koronas at day and 12 at night). The fare calculated according to the length of the ride is 3 koronas for the first half an hour, each another quarter for one korona".⁸²

⁷⁷ *Manewry cesarskie*, „Kurier Lwowski” z 12 IX 1900, s. 5.

⁷⁸ *Sport automobilowy*, „Kurier Lwowski” z 11 VII 1908, s. 6.

⁷⁹ A. Bogunia-Paczyński, *Samochodowcy...*, s. 34.

⁸⁰ Tamże, s. 37.

⁸¹ Niestety brak jest informacji, o który z ówczesnych lwowskich hoteli chodziło.

⁸² *Dorożki automobilowe we Lwowie*, „Kurier Lwowski” z 16 VIII 1906, s. 2.

A curious fact might be that for each entrepreneur a new calculation of fares was prepared. In this way the same Lviv magistrate two months later in relation to the licence described above, submitted to the police for authorisation the following calculation of fares for taxis owned by T. Schwenzel: "at day (from 6 A.M. to 11 P.M.) for covering the distance of 600 meters or waiting for eight minutes – 1 korona; for each next 300 meters or waiting for 4 minutes – 20 hallers, at night 400 meters of covered distance or waiting for 8 minutes – 1 korona, for each further 200 meters of distance or waiting for 4 minutes – 20 hallers".⁸³ The only explanation of the differences in this calculation of fares was the fact that "taximeters" were installed in them",⁸⁴ probably the first such devices seen not only in Lviv but in the whole Galicia. In the capital Lviv it was possible to order a taxi also by phone. An advertisement about this service was published in "Goniec Polski" in July 1907: "automobiles run as of today. Orders are taken by the chauffeur on Jagiellońska Street 6, or by phone 167".⁸⁵ In some cases the taxi enterprises wanting to increase their profits extended its offer considerably, e.g. the company of automobile hackneys of Piotr Guzikowski from Cracow, who offered his vehicles for hire "for weddings, hunting and trips [...] by the hour, day or month".⁸⁶

Omnibuses, in turn, allowed, first of all, reaching remote places where transport by railway did not exist, e.g. all types of "bathing resorts" and boarding houses. One of the first who noticed that car transport could be an opportunity for running a bathing resort in Rymanów was its owner, count Jan Potocki. At the end of 1901 he bought an automobile "in order to transport guests from the station to the resort".⁸⁷ Unfortunately, the officials from the starosty obstructed his endeavours, granting permission only for utilising the automobile during the day and in a very restricted stretch of the road.⁸⁸ Also the authorities of some cities made the effort to implement organised car transport, as was the case with Lviv in April 1902 when "negotiations over the facilitation of transportation to the very exhibition square and over leading petrol cars from the city to the exhibition back and forth".⁸⁹ It happened that people living remotely from a place where they would like "to set up their business" expressed their interest in establishing omnibus transportation, as was the case with Stanisławów, where the proper license for "running an enterprise of transporting people and par-

⁸³ *Taryfa automobilów*, „Kurier Lwowski” z 17 X 1906, s. 3.

⁸⁴ Tamże.

⁸⁵ „Goniec Polski” z 2 VII 1907, s. 8.

⁸⁶ „Czas”, nr 250 z 5 VI 1910, s. 4.

⁸⁷ *Automobil zakazany*, „Kurier Lwowski” z 12 XII 1901, s. 3.

⁸⁸ Tamże.

⁸⁹ „Kurier Lwowski” z 9 IV 1912, s. 2.

cels by means of automobile omnibuses”⁹⁰ was received by Adam Trzeciecki (1850–1911). In the enterprise there were 10 omnibuses, carrying passengers from the railway station to the city and around the city itself.⁹¹

Automobile rides were also organised as an attraction accompanying the guests’ stay in the spas. Such information was placed in their advertisement to draw visitors to a given location. Car trips to Pieniny, Spiż and Zakopane were offered e.g. in Krynica.⁹² For similar reasons an unknown company planned to implement car transportation from Jaremcza to the very borderline with Hungary.⁹³ They expected that such a venture would substantially influence the tourist traffic in the vicinity. Sometimes the implementation of an omnibus line was an attraction even for the inhabitants of a given city, as was the case with the line Cracow–Wieliczka. A reporter for “Kuryer Lwowski” informed that “this innovation was so admired by the spectators that many people without any business in Wieliczka ordered a seat in the omnibus only to take a ride in it”.⁹⁴

Another idea for attracting clients was to offer parking spaces for their cars. In its advertisement of October in 1911, the Cracow Grand Hotel, apart from rooms with electrical lighting, a restaurant, a café with a confectionery, offered “Auto-Garage”.⁹⁵ In Zakopane the boarding house “Klemensówka” offered for the members of the National Tourism Association “a depot for cars” free of charge”.⁹⁶

Where people decide to travel by car there is always a possibility of a road accident. Crashes with the participation of automobiles, if we can trust the press reports, occurred in Galicia rather frequently. It is difficult to conclude where and when in Galicia the first incident like that took place. However, in the extra to “Kuryer Lwowski” of the 14th of October in 1899 the article reads that “the first car accident happened to the merchant from the arsenal, Mr Pilecki⁹⁷ on Hetmańska Street. He hit Marcin Łakoyta’s five-year-old child, residing on Kopernika Street 7. Fortunately, the child did not sustain any serious injuries”.⁹⁸

⁹⁰ *Omnibusy automobilowe w Stanisławowie*, „Kurjer Stanisławowski” z 24 XII 1905, s. 2.

⁹¹ *Omnibusy automobilowe w Stanisławowie*, „Kurjer Stanisławowski” z 3 IX 1905, s. 3.

⁹² *Krynica*, „Czas”, nr 274 z 11 VII 1914, s. 3.

⁹³ „Kurjer Stanisławowski” z 27 X 1912, s. 3.

⁹⁴ *Omnibus automobilowy*, „Kuryer Lwowski” z 21 XI 1908, s. 3.

⁹⁵ „Czas”, nr 471 z 15 X 1915, s. 2.

⁹⁶ „Kuryer Lwowski” z 15 VII 1907, s. 4.

⁹⁷ The name was twisted: the person involved in the merchant, Pielecki, who advertised himself in “Kuryer Lwowski” of the 26th of June in 1899 as a salesman of cars with Dion & Bouton engines.

⁹⁸ *Pierwszy wypadek...*, „Kuryer Lwowski” z 14 X 1899, dodatek nadzwyczajny, s. 2.

There were also situations in which the crash involved damage to the car, most often due to the failure of its mechanism, e.g. the failure of car in which Miłkołaj Galicyn travelled though Galicia. The propeller shaft in his vehicle cracked at the Gródecka Gate in Lviv. The repair lasted several days.⁹⁹ A much serious failure happened to the car belonging to Alfred Chłapowski (1874–1940). A wheel came off while driving, and his car overturned, crashing the driver and himself. Still, no serious injuries were sustained by both men involved.¹⁰⁰

Undoubtedly, the biggest threat to all the participants of the accidents was the excessive speed of the cars, which led to considerable damage, often irreversible. Despite the introduction of rules, despite journalistic criticism, indication of the full name of the perpetrators, some Galician automobile fans drove with boisterous speed: “many times public complaints were made concerning various men cruising around the city with their automobiles, completely ignoring the safety of the pedestrians. Admittedly, the magistrate passed a regulation which reduces automobile speed to the level of speed of hackneys but there is no one who can see to it so they still drive at such breakneck speed as before. These sportsmen do not think fit to drive decently behind the gates of the city if the traffic there is very intensive”.¹⁰¹

Where?

Perhaps the most incredible automobile travels in that time were the long-distance ones. Some of the routes even today could pose a challenge for some drivers or vehicles. If we realise how primitive the then vehicles were, our admiration for the automobile daredevils is even bigger. Frequently those were trips lasting a long time as was the case with Andrzej Potocki (1861–1908), who in the year 1902 took his car for a foreign excursion.¹⁰²

With time, as the society became more familiar with cars, car trips available for wider and wider circles of the society started to be organised. The Galician Automobile Club organised in 1908 a six-day common drive along the route Cracow–Lviv–Rymanów–Szmeks–Zakopane–Cracow.¹⁰³ Probably by imitating the Association, the excursion section of the Teachers’ Center in Cracow offered for their members a trip straight from Cracow through Mogilany, Myślenice, Chabówka, Nowy Targ, Czorsztyn to the Red Monastery, then by boat to

⁹⁹ *Na automobilu*, „Kurier Lwowski” z 25 VI 1902, s. 4.

¹⁰⁰ *Wypadek automobilem*, „Kurier Lwowski” z 29 IX 1903, s. 3.

¹⁰¹ *Szalona jazda automobilami*, „Kurier Lwowski” z 25 VII 1905, s. 3.

¹⁰² „Kurier Lwowski” z 21 IX 1902, s. 4.

¹⁰³ *Automobilem przez Galicję*, „Kurier Lwowski” z 4 VII 1908, s. 8.

Szczawnica; from Szczawnica through Krościenko, Czorsztyn and next, along the same route, to Cracow on the same day".¹⁰⁴

Apart from the breath-taking and long escapades, also shot-distance rides were extremely attractive and much-desired. The most frequent case seems to be the provision of transport from the railway station to the city center, a bathing resort or a boarding house. Every enterprise of that kind had to be substantiated by a rational economic calculation of costs, which is why the short-distance rides were usually a part of those long-distance ones. The omnibus providing transport between Bochnia and Wiśnicz, belonging to the Bochnia company Automobile Company, every day three times brought back and forth the travellers in the region to every passenger train which stopped at the railway station. Moreover, every Sunday the company provided the connection from Bochnia to Brzesko and Okocim.¹⁰⁵ The same company attempted to connect Cracow with Myślenice and Zakopane, Krynica with Muszyna and Starego Sącz with Szczawnic.¹⁰⁶ Another Galician city with mass transportation was Rzeszów: in October 1909 two connections to Tyczyn-Błażowa and to Głogów were activated.¹⁰⁷

Regardless of the distance, short or long, by automobile or omnibus, in order to travel safely it was necessary to have a road, a passable road. The condition of roads was in some regions so poor that people were warned not to use them for car travel as was the case in 1909 when the Cracow "Czas" published an alarming announcement: "we received the following letter – car travel through Chabówka, Rokiciny, Raba Wyżna, Bielanka, Sieniawa and Nowy Targ to Zakopane is currently dangerous since roads in the Myślenice Powiat, especially bridges, are not proper for wheeled vehicles. Bridges in Raba Wyżna and Sieniawa are in the worst condition".¹⁰⁸ Proper authorities strove to improve the conditions of roads step by step by undertaking actions in 1906 "the aim of which was to build strong tracts and to properly reconstruct the state and national roads so that they will be rendered fit for automobile traffic",¹⁰⁹ but also to facilitate the mobility related to civilisational changes accompanying the appearance of mechanical vehicles on the Galician roads.

Automobilism in Galicia is a phenomenon examined both in the scope of travelling from point A to point B and covering the distance between society members rooted in a conservative perception of the world and in the scope of

¹⁰⁴ *Z Krakowa*, „Kurier Lwowski” z 6 V 1909 (wydanie popołudniowe), s. 4.

¹⁰⁵ *Spółka automobilowa w Bochni*, „Kurier Lwowski” z 9 X 1908, s. 5.

¹⁰⁶ Tamże.

¹⁰⁷ *Omnibusy automobilowe*, „Głos Rzeszowski”, nr 41 z 10 X 1909, s. 2; *Ruch automobilowy*, „Głos Rzeszowski”, nr 43 z 17 X 1909, s. 24.

¹⁰⁸ *Ostrzeżenie dla automobilistów*, „Czas”, nr 111 z 17 V 1909, s. 2.

¹⁰⁹ *Krajowa rada kolejowa*, „Kurier Lwowski” z 12 VII 1906, s. 7.

people fascinated by advances in technology and the utilisation of technological novelties in everyday life. The latter type of travelling was much more difficult as it entailed overcoming barriers and fears of the “unknown novelty”. At present it is difficult to image what shock accompanied anyone who saw a vehicle moving without a horse, regardless of social status, education or place of residence.

A case in point might be the already cited statement by A. Domańska. However, in the whole debate there were also voices of reason, on the one hand criticising the lack of caution of the contemporary drivers; on the other, condemning those who with evident satisfaction watched those whose cars refused to work. Such voices include a short text from 1905 published in “Kuryer Lwowski”,¹¹⁰ from which the quotation at the beginning of the present study is derived. Its ending is also worth citing: “since automobilism, undoubtedly, is a time machine, after tests and improvements perhaps it will replace hackney horses, wagons and become the main means of municipal transport as that was the case with the bicycle. Who can remember the machines with one huge wheel and the other small one at the back, on which people broke their necks; it is enough to look at the mailmen today carrying telegrams, in no time taking care of speedy deliveries etc. and you can grasp the picture of the future. But before it happens, it is necessary that a few sportsmen break their ribs, some of them strain their necks in their hellish rides, and then we can seriously discuss car transport. Each new invention requires victims and youth is always a stormy period of life. So the car has to get older a bit, get rid of the speedy disposition which tells it to drive at breakneck speed i.e. 60 km per hour and then the most serious Philistine with a belly like a barrel will not be afraid to accommodate his own precious body in an automobile with its petrol engine. Perhaps, this moment is not so far away, if the caution Mr Stromenger, admittedly not neglecting the production of hackneys and harness, introduced also cars into the scope of his commercial dealings. We will see then...”¹¹¹

In summer 1914 Galician drivers had to go on another journey into the unknown... an unexpected and unwanted one, journey of wartime wandering. Some of them e.g. Wojciech Kossak, as the commander of the voluntary automobile unit, “travelled by automobiles” along with the regular army,¹¹² others like Jan Włodek with his Fiat automobile voluntarily joined the Legions.¹¹³ Both could not even suspect that the longest journey in their lives will lead them to liberated Poland.

¹¹⁰ *Na złamanie karku czyli automobil od Stromnegera*, „Kuryer Lwowski” z 4 VI 1905, s. 2.

¹¹¹ Tamże.

¹¹² A. Bogunia-Paczyński, *Samochodowcy...*, s. 101.

¹¹³ A. Rybicki, *Z kamerą na froncie i w departamencie. Jan Włodek 1885–1940 fotoreporter legionowej epopei*, Kraków 2010, s. 14.

Supplement

Year 1906 constituted a breakthrough for the automobile traffic in Galicia. At that time for the first time “Austrian authorities introduced new regulations on driving by car and by motorcycle. The regulations were as follows: Only those automobiles, motorbikes and motorcycles will be allowed to use public roads and streets which will be officially tested and deemed proper by the committee; only those persons will be allowed to drive automobiles who are over 18 years old, passed the driving exam and received the permission to drive from the police directorate. Requests for authorisation of a certain type of engine and request for being admitted to the exam should be submitted in the governorships in Lviv.

Each motor vehicle should be equipped with a signalling horn; at night and in a fog automobiles and motorcycles with a sidecar should be lit with two colourless signalling torches, motorcycles without sidecars – with one torch. All motor vehicles should be equipped with a plate and a serial number. Vehicles from Galicia should be marked with the letter S. Galician vehicles cannot exceed the speed limit of 15 km per hour in cities. In a fog in places where visibility in cities is hindered, when driving around the bends and crossroads, when entering gates of houses, at bridges, in narrow streets, in heavy traffic, the speed limit is 6 km per hour. The driver of a motor vehicle should always have the official confirmation of his vehicle’s authorization, or its type, permission to drive (ID with a photograph) and the decision which grants the licence”.¹¹⁴

The above mentioned regulations after two years became updated. Its basic content was reported by the always alert¹¹⁵ “Kurier Lwowski”: “the Ministry of internal affairs passed an extra regulation concerning car traffic in which it focuses on the strict adherence to the relevant rules. It sharpens the previous rules as to the permitted speed. Namely: in closed spaces at crossroads and in narrow streets or in places with heavier traffic, the speed is limited to 6 km per hour (the same speed as that of a pedestrian); in other cases the average speed should equal 15 km per hour (i.e. the speed of a horse), exceptionally in completely open spaces – at most 45 km per hour. Then the ministry requires that the authorities should unconditionally bring car owners to account for driving without numbers or with blurred or covered numbers, also those who within city limits contaminate the street with petrol smoke. If only one time the owner of an automobile or brought to criminal justice due to negligence and causing damage to life, body and health of other people, their driving licence should be unconditionally revoked”.¹¹⁶

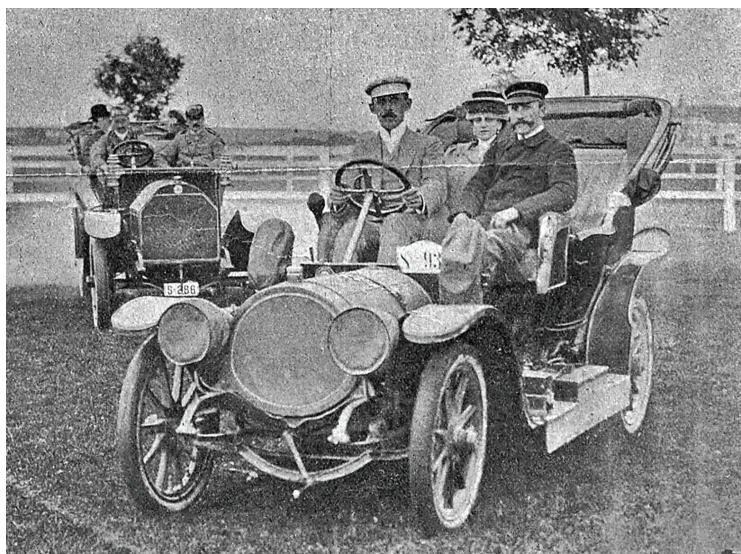
¹¹⁴ *Samochody i motocykle*, „Kurjer Stanisławowski” z 1 VII 1906, s. 1–2.

¹¹⁵ In „Kurier Lwowski” from the period 1896–1918 the phrase “automobile” (Eng. “automobile”) occurs 562 times, while the phrase “samochód” (Eng. “car”) – 246 times. It seems that among all newspapers this magazine played a leading role in discussing issues related to automobilism.

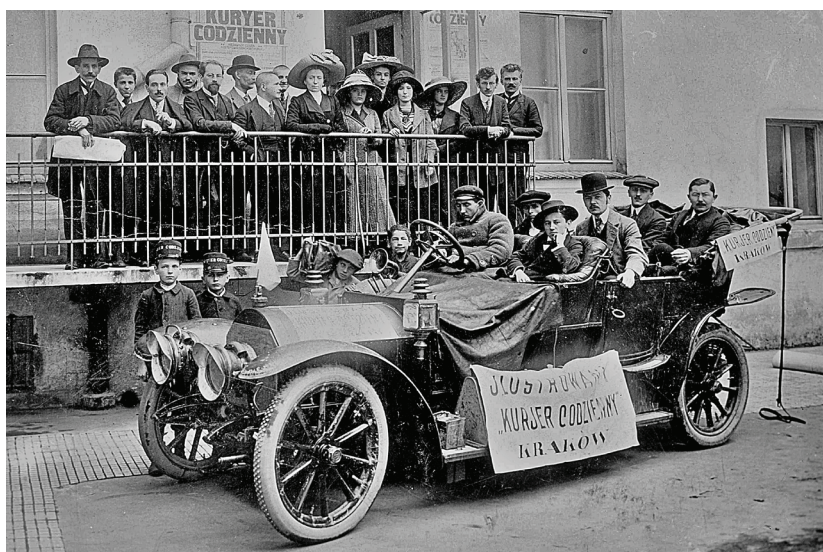
¹¹⁶ *O ruchu samochodowym*, „Kurier Lwowski” z 23 I 1908 (the afternoon issue), s. 4.



Phot. 1. A substitute for a car, a petrol-fuelled quadricycle “De Dion Bouton” during its first rides in Cracow around the year 1899. Its owner Awit Schubert at the wheel (National Digital Center, file no. 3/1/0/8/3862/1)



Phot. 2. A car of the Germania make belonging to the Galician Automobile Club. Photos taken after the car reached Lviv as a part of the trip organised by the Club in 1908 (phot. M. Münz, “Nowości Illustrowane” no. 34 of 22.VIII.1908, p. 3)



Phot. 3. Members of the editorial board and administration of the Cracow “Ilustrowany Kurjer Codzienny” in front of its main office on the 8th of September 1912 before the departure of the editorial Austro-Daimler 38 HP for the Great Circular Automobile Journey. Marian Dąbrowski and Kazimierz Dobija are sitting in the editorial car; Rudolf Kopetz at the wheel (National Digital Center, file no. 3/1/0/11/1055/1)



Phot. 4. “Crashed by a car: a peasant, Krawczyk under the wheels of the car owned by Jan Fabich” – illustration to the articles describing a car accident in Długie on the 26th of September in 1904 (“Nowości Ilustrowane” no 2 of 8.X.1904, p. 9)



Phot. 5. The interior of the Galician Automobile Club in Cracow on Wiślna Street 7
 ("Allgemeine Automobil-Zeitung" no 49 part 2 of 4.XII.1910, s. 7)



„Phämobil“

2 cylindry 9 HP., 4 cylindry 12 HP.

Szofer zbędny! Idealne sprężynowanie na najgorszych drogach. Niezrównany w biegu pod górę. Chyżość do 75 km na godzinę. Automat, oliwienie, bieg wstecz, zbiornik benzyny na 500 km. Waga około 450 kg. Stalowa rama. Zużywa 7 litrów benzyny na 100 km. Nadzwyczaj zyskowny jako dorożka. Niezbędny dla inżynierów, lekarzy, kupców, agentów i t. d.

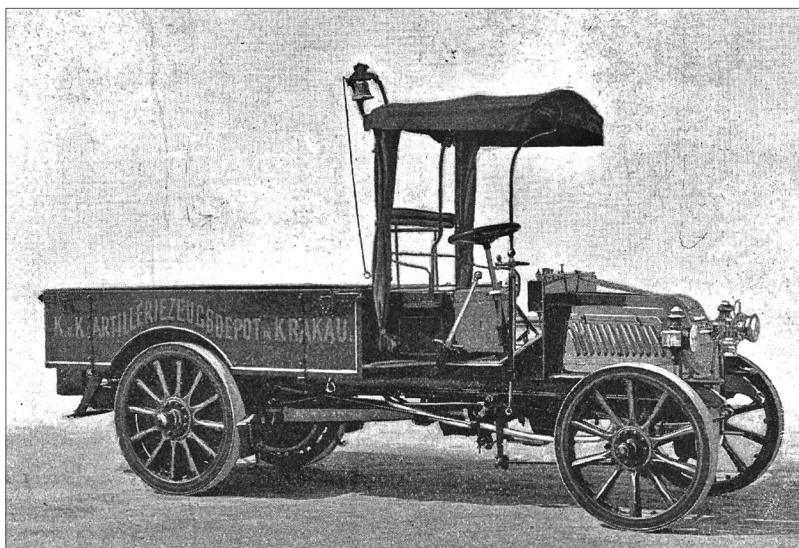
CENNIKI DARMO.

Reprezentacya na Galicję:

„Phämobil“ Kraków, ul. Lubicz 9.



Phot. 6. Advertisement of three-wheelers of the Phämobil make offered for sale in 1913 by the agency of the brand in Cracow
 ("Skorowidz przemysłowo-handlowy Królestwa Galicji 1913", Lviv 1912, p. 456)



**Phot. 7 One of the first two military Daimler 12/14 HP trucks, which appeared in Cracow in 1903. The car shown in the illustration belonged to K.u.K. Artilleriezeugsdépot in Krakau.
(“Allgemeine Automobil-Zeitung” no 18 of 1.V.1904, p. 17)**

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Automobilizm galicyjski

Streszczenie

W Galicji automobilizm rozwijał się przy braku rodzimej motoryzacji, aczkolwiek istniał dostęp do osiągnięć innych krajów koronnych (Czech, Austrii Górnej). Z powodu braku rodzimej produkcji w Galicji rozwój automobilizmu przebiegał wolniej i mniej dynamicznie. Podróż indywidualnymi samochodami pozostawały domeną najbogatszych, stąd zwano je „pańską rozrywką”. Najnowsze badania pokazują, że w Galicji upowszechniała się komunikacja wykorzystująca linie omnibusów motorowych, a jej rozwój był zaskakująco dynamiczny. Indywidualni automobiliści uczestniczyli też w „wycieczkach automobilowych” (por. rajdy amatorskie) organizowanych przez galicyjskie stowarzyszenia automobilistów. Ostatnią podróżą, w jaką wyruszyli z Galicji, był wyjazd na fronty I wojny światowej. Ci, którym udało się pokonać trud, z tej „wycieczki” wracali już jako pionierzy automobilizmu polskiego.

Słowa kluczowe: motoryzacja, automobilizm, komunikacja, Galicja, podróże