The trip turned out to be a trying one from many points of view, but its compensation is found in the fact that we accomplished something which was important to our Country and that I have many interesting experiences to look back upon.

officially known as "The Advisory Commission to Russia"

The Commission appointed by Secretary of State Lansing on May 4th, 1917, consisted of:

John F. Stevens, Chairman	General
W. L. Darling	Maintenance of Way
John Greiner	Bridges and Structures
Henry Miller	Transportation
George Gibbs	Equipment

We were accredited to the Russian Government as officers pro tem. of the U.S. State Department and carried Diplomatic passports.

As our staff we had: Completed

E. P. Shannon	Secretary
Franklin Reading	Disbursing Officer
Major Stanley Washburne	Military Attaché
Gene Stevens (son of the Chairman)	Assistant
and two stenographers. + 3 interpreters	

The Commission left Chicago in a special car on May 8th, traveling over the Soo' Line and the Canadian Pacific Railway to the Pacific Coast. We arrived at Vancouver on the morning of the 14th and immediately boarded the steamer "Empress of Asia" which had been held four days for us, sailing at 11:00 A.M. ~~on that day.~~

The "Empress of Asia" and the "Empress of Russia" are the two new C.P.R. boats. They are of 23,000 tons burden, superbly fitted up and extremely comfortable, comparing very favorably in every way with the finest trans-Atlantic liners. They are rated at 21 knots speed, driven by steam turbines, ~~and~~ triple screws and ~~are making~~ covering the 4,700 knots distance to Yoko-