Japan and other countries.

The town itself is unattractive, the buildings generally inferior and the streets many times very steep and badly paved or not paved at all. Wagon traffic is very heavy along the water front and it is a curious sight to see the long strings (the common method in Russia) of little small carts with small wheels drawn by horses or mules and driven by Chinese.

The population is a motley one and large numbers of Chinese are seen in the streets.

The docking and railway facilities are very good; also the unloading facilities for the steamers. Many locomotive cranes are employed on the docks and large floating derrick cranes for ships at anchor in the harbor.

As there are very poor hotel accomodations, we went immediately to our special train and made it our headquarters during our stay. This train ~~was the second best one in the country and~~ consisted of seven blue cars (the regular equipment color is brown). The "Imperial" train, which is similar but more elaborate, was reserved for the Root party, which is expected soon. Our train has a baggage car, a diner, one second class car for the crew and our guard of soldiers, two compartment-sleepers and two private observation cars, one of which was for the Vice-President of the Road and his party.

Prof. A. Mitinsky, the Chief of the Testing Department of the Central Bureau at Petrograd, is in charge and a very efficient, useful and indefatigable chief he is; anything he said seemed to "go" and he ordered the Vice-Presidents of the various Roads, and others we met on the journey, around like office boys. The Traffic Manager of the Government Railways,