M. Vassilief, is also with us, a quiet and mediocre man of the professional type. Mitinsky speaks English quite well. Three interpreters, sent from Petrograd by our Embassy, met us. Mr. Kazakavitch, Chief Engineer of the Chinese Eastern Railway, went with us as far as Harbin; he is a charming and well-informed man.

Others whom we met in Vladivostok were: Lt. Francis Riggs, Military Attaché of the Petrograd Embassy; J. K. Caldwell, American Consul, Mr. Hodgson, British Consul and Major Dunlap, on special duty at the British Consulate. The latter is a well-informed man, speaks Russian and was of great assistance in giving information.

Lt. Riggs gave us the first detailed account of the status of our mission to the Russian Government; he said it had been arranged that we should take over complete charge of this port, as regards transportation, but was of the opinion that our advice was not wanted as to the Trans-Siberian or other Russian railways. It seems to be thought in Petrograd that the whole trouble with the Trans-Siberian Line is at Vladivostok and that a mix-up there is responsible for the non-shipment of goods from that port into Russia. We were, of course, adverse to the idea of assuming any administrative duties-- at least I was; I did not believe that, whatever the condition of affairs, it would be possible for us to take control of matters in a foreign territory effectively; we would be certain to antagonize someone and to cause misunderstandings and bad feelings.

May 31st. Vladivostok. After getting our bearings on shore we started out on a special trip around the harbor in a Government launch, visited the Navy Yard and got a bird's-eye view of the city and its facilities. The question of freight congestion at the port was especially studied