June 2nd. I again went with the Russian officials to the First River plant, to discuss details of extensions, and had an all-day conference there. In the evening another conference was had in our car with representatives of the lumber interests. There appears to be some "deal" on regarding the use of Russian lumber, as the plan, which involves building saw-mills and planing mills, is not a good way to expedite the assembly of cars in war-time. I labored to convince the Railway officials that the move was an unwise one but without much success.

June 3rd. A fine, clear, warm day. Our Special left at 7:30 A.M. The U.S. cruiser "Buffalo" with the Root party arrived during the night and is in the harbor.

The railway skirts the town around the hills and follows northward the beautiful shore line of the Ussuri Bay, gradually climbing through a hilly, well-wooded country. There are fine views of the Korean Mountains in the distance to the south-west. This portion of the maritime province is very fertile and is fairly well cultivated. At Nikolsk, seventy miles north of Vladivostok, the railway divides the Ussuri Railway main line, continuing north to Harbarovsk, where it connects with the newly completed Amur River Railway around the northern boundary of Manchuria, and another line turning west, constituting the beginning of the Trans-Siberian. The first link of this railway is, therefore, from Vladivostok to the Manchurian boundary at Pogranitsnaya, one hundred and forty-five miles in Russian territory and is known as the Ussuri Railway. It is double-tracked to Nikolsk and single from that point to and through Manchuria and to Karimskaya, where the Amur River Railway joins it.