miles south of Harbin, cutting five hundred miles behind direct communication with Russia's Pacific seaport at Vladivostok. The ambition of Japan to control all that portion of Manchuria south of the Trans-Siberian Railway is not concealed and to accomplish this the Korea-Harbin railway line may be regarded as the first step.

June 4th. At Harbin. "Pentecost Day" and all work is suspended. This is a conglomerate city of some hundred thousand inhabitants, one-half of whom are Chinese. Its growth has been very rapid since the completion of the railway across Manchuria, as the headquarters of the Company are located here and there are large repair shops. The European part of the town is on ground leased from the Chinese Government, comprising about 30,000 acres, whilst the old Chinese portion lies along the banks of the Sungari River and is administered by the natives. The Sungari is a large, shifting stream, navigable by side-wheel shallow draft steamers, which carry commerce into the Amur River. The trade in grain and soya beans is very large and immense stocks of beans in bags are piled up along the water front. There is little of interest in the town outside of the Chinese quarter, which is quaint. The streets are unpaved and either dusty or muddy, the hotels very poor and other buildings, aside from those of the Government, are unimportant. This morning we made a thorough inspection of the large railway repair shops (see my detail memo.). Later an elaborate luncheon was given in our honor by General Horvath, the Military Governor-- a fine, old gentleman. We then took a special trip on a river steamer, inspected the great railway bridge, and, incidentally, broke down and ran aground. Later the Root Commission's special train arrived and another general re-