crowd at the Station is the most interesting feature of the place. A simi-
lar character of the country was traversed all day until we reached Man-
churia Station at 6.30 P.M. About ten versts east of the town are exten-
sive open pit coal mines. The deposit is a lignite and lies near the sur-
face in a vein one hundred feet or more thick. This fuel is mined exten-
sively for locomotive use and, while of poor quality (it throws a stream
of sparks), is the best on the line east of Irkutsk. Manchuria Station,
eight hundred and eighty versts east of Harbin, is the western frontier
point of the province of that name. It is located in a bleak situation
and derives its importance from the fact that it is an engine terminal and
a customs house point. The railway layout is particularly good, but we
noted evidence of considerable car congestion; about five hundred loaded
cars were laid up, many were American cars, used for the first time and
stalled here for eight months. This was the first evidence seen of the
hold-up of traffic to points west; the accumulation here was due to the
point being the terminal of the Chinese Eastern and the beginning of the
Trans-Baikal Railway. No customs formalities were required of us in enter-
ing Russian territory and we proceeded on our journey after a brief wait for
a change of engines and for an inspection of the yard and terminal facilities.

June 6th. In the morning we awoke approaching Chita, having passed
during the night through a good farming country along the Shilka and Ingoda
River valleys. We are now in Transbaikalia, the most beautiful Siberian
province, abounding in mountains and valleys, great rivers and forests.
Chita is the capital and has a population of 80,000. Small steamers reach
this point by the tributaries of the Amur River. Heavy pusher grades were