surmounted during the night before reaching Karymskaya, the junction point for the new Amur River Railway one hundred versts east of Chita. From Karymskaya westward the line is a continuous double-track railway for twenty-two hundred and fifty miles to Omsk.

We stopped at Chita for an inspection of the locomotive and car repair shops and then proceeded. We also inspected the coal mines a few miles west; quality poor. The day was very hot and we suffered considerably from dust. The country was beautiful, however, and dotted with well-kept farms and a considerable amount of timber, both hardwood and pines. We soon crossed another mountain range by a 1.7 per cent. grade. Freight trains were of ten American type cars maximum and were hauled by three 0-4-0 type engines-- two ahead and one pushing. Descending into the Ingoda valley on the west side of the mountains we continued to follow the river for one hundred and fifty miles in a flat, low-lying country of wide extent. No settlements were seen in the entire distance, but large herds of cattle were always in view. Beautiful glimpses of the mountain range which we had crossed were had from the rear of the train.

The population, strange to say, is still chiefly Mongolian, consisting of Nomads tending the herds. Section hands are also Chinese. Leaving the Ingoda valley, we crossed another summit and descended into the beautiful and fertile valley of the Khilok River. This valley is bordered by wooded hills and contains numerous prosperous farms. The prevailing grade all day was .7 per cent. with 1.5 per cent. summit crossings. The railway was well-kept and rides well, but the ballast is sandy and very dusty. The Root train is only three hours ahead of us, in spite of the