delays caused by our numerous stops for inspection, we are doing some fast running.

June 7th. During the night we crossed the Divide between the Pacific and the Arctic oceans. Yablonovaya station is at the summit, about 3500 feet above sea level, and is the highest point on the Trans-Siberian line. We have climbed out of the valley of the Ingoda River, which flows into the Amur and have descended into the valley of the Selenga, which flows into Lake Baikal and thence into the Arctic. We followed the Selenga valley to the lake at Missovaya and then skirted along the shore for one hundred and fifty miles to Baikal Station. This place was the eastern terminal of the car-ferry which was used to cut off the mountains surrounding the lower end of the lake before the railway was completed through this difficult section. The railway for the last seventy miles along the lake is a fine piece of engineering; it is very crooked and requires fifty-seven tunnels and many bridges. The road is cut in the mountain side about twenty-five feet above the water line and has much difficult construction in the way of retaining walls, rock cuts, etc. This stretch is said to have cost $200,000. per mile.

Superb views are had of the lake with its fine wooded mountains on both sides. It is here rather narrow, eight to ten miles wide only. Lake Baikal is one of the largest bodies of fresh water (after our Great Lakes) in the world; it is four hundred miles long, thirteen hundred and sixty feet elevation above the sea, and is five thousand feet deep. The water is cold and remarkably clear. We passed the Root train in this section and proceeded around the lower end of the lake at Missovia, at which point