see us safely across Siberia again.

There are no general railway shops at Irkutsk, but in the military zone of the city there are quite large car repair shops for army uses. The Root train pulled in before we left, but we got out first. Mitinsky was extremely anxious to get to Petrograd ahead of them and, in spite of our remonstrances, he arranged to keep ahead by running like mad to make up time lost at inspection points.

After leaving we crossed a fine, long railway bridge over a branch of the Angara, remaining on the south side of the latter and following it for many miles.

Seven versts west of Irkutsk, at Innokentskia, we reached the terminal of the Trans-Baikal Railway and the beginning of the Tomsk. The division shops were visited. The country we passed through all day and to Krasnoyarsk, seven hundred and fifty miles west, is quite hilly and well wooded but is cleared along the railway and is fertile and well-farmed. The horse and cattle industry appears to be an important one. The openings between the patches of woods give a park-like effect to the landscape and the grass is a lovely green. The railway throughout this section is very crooked and appears unnecessarily so, with about a one per cent. ruling gradient. During the day several large rivers were crossed.

About one hundred miles west of Irkutsk we passed Cherimkova, where there is a large deposit of fairly good coal. The workings are mostly underground, but we noticed one large open-pit mine near the railway. Coal was being loaded here for shipment to European Russia (three thousand miles