distant), at the rate of three hundred cars per day; this fact is largely responsible for the congestion of the Trans-Siberian line, requiring all the cars and motive power available. Because of the bad grades on the Tonsk Railway trains of twelve to fifteen cars per train only can be hauled.

June 8th. A fine, cool day; showers have laid the dust. We reached Krasnoyarsk at noon. Large division shops are located there; these we spent some time in inspecting. Just east of the town we crossed a fine six-span (400 feet each) single track bridge over the Yenisei River, an enormous stream about two thousand miles long, flowing into the Arctic Ocean, from which point it is navigable to Krasnoyarsk. It has been proposed to establish a water route to Europe from the mouths of this river and the Ob via the Kara Sea.

We climb out of the Yenisei Valley over some heavy grades and costly railway construction. Recently a considerable amount of grade and line revision has been completed in this section. A word may be said here regarding the station buildings on the Eastern portion of the Trans-Siberian. These are invariably of wood, of the semi-Swiss type with overhanging roofs and the sides sheathed partly with vertical and partly with longitudinal siding. They are painted an orange-chrome color and are very neatly kept. Each station has a small outside sales-stand for food products, and there is invariably a public water-boiler (Kipyatok) at which passengers can fill their tea-pots. Russian tea (Chi) is a well-known institution; it is consumed at all hours of the day and night; it is almost the first form of salutation at all gatherings. It is a rather weak but pleasant concoction and is served in glasses (not cups), and without milk, but sugar is gener-