ally added. At Krasnoyarsk the famous Siberian "taiga" or forest country begins; this we passed through for twenty-four hours. The trees are generally conifers but of no great size. Forest fires have caused much destruction to the timber along the railway.

Early in the morning we passed the town of Taiga, where a branch railway leads north sixty miles to the city of Tomsk. There is no physical reason why the main line should have given the go-bye to the old capital of the province of that name; an attempted "hold-up" is said to have been responsible. At Taiga is found the best coal yet developed in Siberia; it was not being actively mined at the time of our visit, because of labor and other troubles. The story of our efforts to substitute this coal supply for the one at Cherimkove and thus to save a thousand miles haulage, for coal destined to Europe, will be found in my "Railway Report".

June 9th. We reached Novo-Nikolsaevsk at 7:00 A.M. The town is old and has some seventy thousand inhabitants. It is located on the Ob, the greatest of Siberian Rivers, rising in the Altai Mountains on the southern border of the country and flowing north into the Obi Gulf. It is navigable for thousands of miles. The town of Novo-Nikolaevsk became prosperous by reason of its grain business which it secures by water haulage from the fertile country along the river to the south. It has many flouring mills and other industries. In the future the city is likely to grow less rapidly, as a branch railway has been built some five hundred miles south into the farming country and the river business will, in consequence, suffer. Novo-Nikolaevsk is the end of the Tomsk and the beginning of the Omsk Railway.

Leaving Novo-Nikolaevs we cross the Ob by a fine seven-span (420