feet each) bridge and on leaving the river the scenery changes abruptly to a flat, treeless plain, the prairie or steppe country of Siberia. Through this we ran for two days. Its black soil appears to be very fertile. Along the railway the country is well populated and large herds of cattle and horses are seen everywhere. It is a great butter region and much hay is shipped to Europe. The railway, which from the above mentioned city is known as the "Omsk", is well located and kept but is very dusty. Many navigable rivers are crossed, notably the Irtysk at Omsk, the Ishim at Petrovpavlosk and the Tobol at Kurgan. In places the land is swampy and there are many sloughs, teeming with wild fowl. A species of grouse is plentiful. It is a large gray feathered bird, having white meat. Fresh food of all kinds, including meats, is plentiful and the peasants at the stations have a great variety of produce for sale, including fresh butter, milk and eggs. This country is doubtless destined to contain a large population when transport means are improved. The crowds at the stations are interesting and comprise many nationalities, and beggars are numerous. The crowds of soldiers are a great nuisance; they throng everywhere, board the trains and crowd out the regular passengers. Train after train load of these soldiers are met going east to their homes. They are all "freemen" now and think they are entitled to ride free and preempt passengers' places. Our guard was valuable in keeping them off our train, but many stories are current of trouble from overcrowding on the regular trains. Fortunately these men are good-natured and generally give in at a show of official authority.

A word as to Russian trains. The cars are of four classes on