on ordinary trains and of two on express trains. The International Sleeping Car Company operates equipment on the train-de-luxe. On other expresses there are first and second class compartment cars, with side aisles. The berths are comfortable, but bed clothes must be brought with one or hired. Ventilation in the cars is very poor; the windows are large, very heavy and do not readily open; in fact, are seldom opened, on account of the dust. The cars are vestibuled and have three doors at each end and the small ventilators in the roof do not work, so practically the car is hermetically sealed. The fourth class cars might be termed "cattle cars", and consist of one compartment equipped with tiers of shelves, three-high, for use as seats and beds. The soldiers ride mostly in freight cars in which temporary shelves have been fitted. Sanitary arrangements even in first class cars, are poor and filthy.

A curious track-guard system is in force on the railways throughout the country. Each three or four versts (often each oneverst) a guard is stationed in a small house adjoining the tracks; sometimes this is merely an umbrella shed, when the home of the employe is near. As the train passes, the attendant (often a woman) runs out, crosses the track, looks ahead for a moment and then marches back to the track centre, wheels about in military fashion, to face the receding train and stands immovably with the right arm extended and the hand holding a furled flag. He remains in this position until the train is out of sight. I never saw a case where one failed to execute this manoeuver with precision. The stations, as I have before said, are of wood-- sometimes of beautifully laid logs, and of Swiss architecture. As we proceeded towards European Russia the stations became more pretentious and