were often of brick covered with stucco.

The inside of these buildings consists of first and third class rooms; the latter very large and equipped with a buffet, a large ikon and a few seats. The passengers are herded in this room and the greater number are lying or seated on the floor, guarding their bundles and waiting patiently-- sometimes for hours-- for their trains.

June 10th. A cold morning, with a north wind. We are here about 700 miles north of the latitude of Vladivostok, (Petrograd is 1000 miles north). During the night we ran out of the treeless steppes and are now in a flat country which is wooded with pines and white birches. It is here more thickly populated. The soil is black and appears to be very rich; luxuriant crops of wheat and other small grains are seen.

We arrived at Omsk during the morning. This is a large but unattractive city located in the centre of the developed agricultural district of western Asia, in the Tobolsk Government. Omsk is sometimes called the "Chicago of Asia", as it is a great butter and meat market. The area in this district which is suitable for a varied farming industry is enormous and its importance, both as a center of live stock and of agriculture, will doubtless become very great in the future. It was interesting to note everywhere large flocks of tame white geese feeding in the grass fields.

The railway divides here and the double track ends. The southermost line, which is a part of the original Trans-Siberian route, proceeds almost due west through Cheliabinsk and Samara to Moscow; the other line, west by north through Ekaterinburg and Viatka to Petrograd. We took the latter, which is still a part of the Omsk Railway as far as Ekaterinburg, at