which place the Perm Railway begins. In the evening we approached the Ural Mountains and passed through a fine pine forest country. The trees have a bright yellow bark and grow very thickly, straight and to a considerable size.

The Ural Mountains, at the point where we crossed, were disappointing, as I had imagined them a snow-capped range; as a matter of fact they consist of a series of low hills, prettily wooded and not more imposing than our Berkshires. We reached the summit at an elevation of 1200 ft. and so gradually that the grade (.6%) was not noticeable. The boundary line between Asia and Europe is crossed 160 miles east of the summit. Further north and south of our crossing point the mountain range is said to be more imposing, and where the Cheliabinsk line crosses, the railway construction is difficult, loops and tunnels being necessary. The western slope of the mountains is more abrupt and picturesque and many extensive views of the distant plains are had.

Ekaterinburg is a fine old town of about 70,000 picturesquely located. European civilization here is noticeable. Many booths at the station for the sale of articles made by the peasants, and semi-precious Ural stones; also articles made of gypsum, malachite, etc. Many picturesque beggars of different nationalities at the station; also Tartars in long coats and wearing astrachan fur caps, and peasants seated on their luggage waiting patiently for trains. Many wore woven grass shoes and gunny-sack puttees. Saw many peasant carts (tarantass) of curious design; four small wheels and a frame of green wood poles and carrying a basket-work body. Said to be very comfortable on a rough road. I neglected to say that, since leaving Irkutsk we saw many Austrian "prisoners" at the stations and along the tracks.