These men seem to be practically free and walk about and mix with the natives without restraint. They are mostly Czecho-Slovaks from Bohemia and are said to have deserted from the Austrian Army by the thousands.

June 11th. A beautiful mild, sunny day. We are now in a fine open farming country. Passed Perm, a large town, in the early A.M. Is headquarters of the railway and contains large, but old and poorly equipped repair shops. During the morning passed a wrecked train, caused by the explosion of the boiler of an American Decapod locomotive; this we stopped and examined.

The character of the country has radically changed; the soil is red instead of black and is under intensive cultivation; much wheat. Soon (near Viatka,) the country again changes in appearance, becoming a monotonous plain, typical of the scenery in northern Russia, and is heavily wooded with pine and spruce. We stopped at Viatka and visited the shops of the Northern Railway. Had an enthusiastic reception at the station; we addressed the crowd gathered there and received cheers for America and the Commission. Large numbers of idle soldiers encountered at all stations for the past few days and many trainloads of them traveling eastward. Ride very dusty but track in good condition. Locomotives burn wood; there are immense piles of this fuel at each station.

I visited our baggage car, to get into my trunk; found the car piled high with bags of sugar and flour, crocks of butter, etc. These are provisions which the train hands have been accumulating along the route for sale in Petrograd. I am told there is a great scarcity of these articles in the Capital and that enormous profits will be realized.

June 12th. A rather monotonous day's ride through an endless pine