arranged to send Russia 30,000 cars and 2500 locomotives, 1500 of the latter to be used on the trans-Siberian Railway.

July 3rd-- Conference with the finance minister. In the evening we attended a dinner given for Gov. Francis at the Winter Palace.

July 4th-- Reception at our Embassy. In going there I was blocked for one-half hour by a procession of about 20,000 old and invalided soldiers. They passed along silently, no music, and no cheering or other signs of interest on the part of the bystanders. They carried a few banners on which were painted in rude characters the legend, "we want to go home to harvest the crops". It was a pathetic sight.

July 5th-- Left Petrograd this A.M. by special train for a trip to the South. This had been arranged for us to complete our survey of railway conditions, especially as regards the shortage of equipment and its causes. Stevens was still in the hospital and not able to go with us. The train was in charge of Mr. H. Graftio, Chief of the Electrical Department at the ministry. He is a charming man, very well informed and speaks English fairly well. Our train was the same one we had used on the trans-Siberian trip and was most comfortable. Our old soldier-guard friends went with us. The first day was over the famous Nikolaevsk Railway to Moscow-- 400 miles. The road is practically without curvature, double track with 90 lb. rail and rides well. The track is of the "rock ballasted" type, as practiced by the Russians, i.e., about 4" of broken stone top dressing only; as this does not extend under the ties, it is really only a means for keeping down the dust. Little work had been done on the track for a year or more and the roadbed was soaked with oil; this condition is caused by the wretched design of car axle-boxes, which