leak oil freely; each time we stopped I found a pool of oil on the ties and ballast under each box.

The road is built for heavy service and has a maximum gradient of .25% northbound and .6% southbound; the loaded freight movement is northbound. In ordinary times a fine high-speed passenger service is conducted between Petrograd and Moscow.

The country passed through is flat for the first 300 miles, with much small timber and peat bogs. For the last 100 miles the country becomes slightly rolling, but it is thinly settled for the entire distance. We stopped at all division points and arrived at Moscow at 10 P.M. A comfortable day, rainy and cool.

Express trains make the run in eighteen hours. Freight divisions average 75 versts only, with eight turn-around points between the terminals. Passenger runs are 300 versts, having one division point midway in the 600 versts. Freight division points are very poorly equipped with roundhouses and other facilities. The roundhouses are very old brick buildings, circular and enclosed with high domed roofs and the turntables are inside. Most of the glass was broken out from these roofs and the buildings are untidy, crowded and equipped with ancient machinery. Aside from the poor division point facilities the general equipment and the track arrangement on the road is good and adequate. Business is very heavy-- 30 freight trains daily each way.

Arriving at Moscow we were driven to the National Hotel-- good and modern.

Moscow, July 6th. A cool, cloudy day. Visited, with the local