

《Research Report》

The Potential of Eco-tourism
in East Siberia and Far East in Russia :
Diary of Travel Using Trans-Siberian Railway,
August-September 2006

(Part I)

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Note) Part I contains Introduction and Sections 1 & 2. Part II will contain Sections 3, 4, 5 and Conclusion.

Introduction

Recently, trade on energy resources, used cars, marine and products have been well promoted between Japan and Russia. Asian part of Russia, including East Siberia and Far East, is geographically close to Japan. Although it boasts of eco-tourism resources offered by the very natural and ethno-cultural conditions, annual eco-tourists flow to East Siberia and Far East are very low in number counted up to tens of thousands. It is observed that the rich resources of those regions of Russia for ecotourism are very weakly utilized (Khantashkeeva and Murota 2004, p. 108).

According to Tsuji (2002, p. 10), the number of the tourists from Japan to Northeast Asia in 2001 were 2,384,500 to China, 2,377,321 to South Korea, 63,000 to Russia (in 2000), and 11,565 to Mongolia. During the same period, people arrived at Russia from all over the world was 21,169,000 in number. That is to say, Japanese who visited its nearest neighbor accounted for only 0.3% of the world total in 2000. Furthermore, we consider that the number of the tourists from Japan to Asian Russia would be even smaller, since the majority of Japanese visited European Russia, where the facilities of infrastructures are much better. On the other hand, the number of tourists arrived at Japan from Russia were 34,771, only 0.7 % of those from all corners of the world.

Tables 1-1 and 1-2 show the number of people who go in and out between Japan and Russia. These data tell that the degree of human communications between Japan and East Siberia and Far East of Russia is extremely low, but the number of these people have been increasing year by year. It is true that there also has been the territory problem between the two countries. One of the means to solve the mutual suspicions against each other, which remain between them, is to put forward human relationship across the national border, and create opportunities for each people to yield affinity and to understand each other, even in the forms of short business trips or tourism and other activities. Furthermore, sightseeing tours can develop an industry, namely the tourism industry in each locality (Tsuji 2002, p. 8).

Given this situation, the authors of this note carried out, during summer 2006, an onsite investigation to study the possibility of eco-tourism in East Siberia and Far East of Russia. The question to be asked about the trip to remote areas as a foreign trip is whether the tourism can invigorate local economies and cultures, without much environmental damage, or not. Furthermore, there is another question whether tourism can promote the net environmental preservations in the long term by deducting negative effects of emissions from jet planes, automobiles and other vehicles (Murota 2000, p. 63). The purpose of this note is to introduce the present state of these areas in the form of a dairy on the field research trip from mid-August to mid-September 2006, by paying attentions to those

Table 1-1 Number of people who travel abroad from Japan to Russia and total number of people who travel abroad from Japan to all parts of the world

year		2002	2003	2004	2005
number	to Russia	70751	73734	86764	92329
	total (about)	16216000	16523000	13296000	17404000

Source : White Paper of Sightseeing ; Japanese Ministry of Land, Infrastructure and Transport (2006)

Table 1-2 Number of people who travel abroad from Russia to Japan and total number of people who travel abroad from all corners of the world to Japan

year		2002	2003	2004	2005
number	from Russia	37963	44512	56554	63609
	total	5238963	5211725	6137905	6727926

Source : White Paper of Sightseeing ; Japanese Ministry of Land, Infrastructure and Transport (2006) and Japan National Tourist Organization (2006)

points, and to make some considerations about the sustainability of these areas.

These days, most Japanese people use airplane when they travel abroad. The tourists visiting East Siberia and Russian Far East are not different from them. From Japan, there are direct flights to Vladivostok, Khabarovsk and Irkutsk. Additionally, tourists can transfer among inter cities using the domestic flight network of Russia, over the vast Siberian land.

On the other hand, some international ferry services are in operation on the Sea of Japan. Furthermore, there are Siberian Railways as the most certain, conventional way for people to travel on the vast land of Siberia, where it is covered with snow and ice for a considerable number of days in a year (Globe-Trotter Travel Guidebook 2004, p. 128).

It is generally said that using trains causes less damage to the global environment than using airplane, in terms of emissions of carbon dioxides (CO₂), nitrogen oxides (NO_x), sulfur oxides (SO_x), and particulate matters (PM). Moreover, tourists traveling by train can catch a glimpse of Mother Nature, while spending time slowly and laying their eyes on to the window deliberately. It could be said that the trip with Siberian Railways has special qualities of eco-tourism in itself. Due to these reasons as we decided to use Siberian Railways, we chose to make ship's journey to cross the Sea of Japan. It was meant not only for decreasing the environmental burden associated with transportation, but also for experiencing natural pleasure by slowly spending long time over the Sea of Japan, a distance only 1.5 to 2 hours by airplane. We decided to limit the use of air route to a minimum.

The composition of this note is as follows. Section 1 is the record of the authors' trips from Japan to China. Nakayama left Japan three days earlier than Murota by international ferry boat from Kobe to Shanghai, then entered China. He left Shanghai on the same night by train, and arrived at Beijing

the next morning. Murota left Japan from Kansai Airport for Beijing Airport in China by airplane on the day of Nakayama's arrival. To enter Russia, we have chosen the Trans-Manchurian Route : TMR, which runs from Beijing to Moscow via Manzhouli in China and Zabaikalsk in Russia. Among the variety of TMR trains we used the through train which departs Beijing for Moscow every Friday night.

Section 2 is the record of our trip from Beijing to Ulan-Ude in Russia. From Ulan-Ude, we made field excursions to the areas east of Lake Baikal, and left Ulan-Ude for Chita by Trans Siberian Railway. Section 3 is the record of our excursions in Chita Oblast ; these included short trips for Krasnokamensk by train and Arkhanai National Park by automobiles. We then left Chita for Blagoveshchensk by Trans Siberian Railway. Section 4 is the record of our investigation in Blagoveshchensk. From there, we took the way to Vladivostok by train again.

Our observations in Vladivostok, Murota's participation in an international seminar there, and the way back for Japan by ship are documented in Section 5. To come back to Japan from Vladivostok, we used an international ferry service bound for Fushiki Port in Takaoka City, Toyama Prefecture.

At the end, some concluding remarks will be made based on the investigations in Sections 1 through 5.

To finance the trip, both Mutota and Nakayama brought US dollars (US\$) in cash. The exchange rate was 119 Japanese Yen (JPY) per US\$ in Japan on August 14, 2006. And during the authors were in Russia, the rate between Russian Rouble (Рубль: P) and dollars were 26–27 P per US\$. So, the rate between JPY and P was from 4.4 to 4.6 JPY per P in the period. On the other hand, the rate between JPY and Chinese RenMinBi (人民币: Yuan) was 13.2 JPY per Yuan at Beijing Municipal Branch of Industrial and Commercial Bank of China, on August 16, 2006.

This note is divided into two parts. Part I which appears in this issue of this journal contains Sections 1 and 2. Part II which will appear in its next issue contains Section 3, 4, and 5.

Section 1 Long Distance Journey From Beijing to Ulan-Ude (August 18–22)

1. 1 Days until Departure from Beijing

Tuesday, August 15, 2006, fine (Japanese Time)

Nakayama departed from Japan to China

From Kyoto, Nakayama arrived at Kobe port terminal at 10 : 00 to board the ship: XIN JIAN ZHEN (新鉴真) which is an international ferry boat linking Kobe in Japan with Shanghai in China. At the terminal, Nakayama met Ms. Moeko Minagawa (simply Minagawa here after) , a graduate student of Doshisha University. She has an experience to stay in Xian (西安) for about a year three years

ago, so she is familiar with Shanghai, and speaks Chinese. For Nakayama, this was his first trip to China in his life. So he had asked her to accompany him up to Beijing via Shanghai. She had undertaken his request. XIN JIAN ZHEN set sail from Kobe at 12 : 00 on time.

According to the notice posted in the ship, this voyage normally takes a sea-lane via Osaka Bay, Kii-Strait, Pacific Ocean near Muroto-Point, Ashizuri-Point and Sata-Point, East China Sea, Chang Jiang (长江), and Huangpu Jiang (黄浦江), heading for the Shanghai Port. But a big typhoon was approaching Japan on this day. Consequently, our ship changed course and used a route through the Inland Sea of Japan, Kanmon-Strait, the Sea of Japan and East China Sea near Jeju-island (제주도 : 濟州島) in South Korea. We luckily could enjoy a cruise with a very beautiful view of the Seto Inland Sea National Park of Japan.

After dinner, we spent time on an open deck. We saw a skyful of stars. About 23 : 00, the lights of Shimonoseki in Yamaguchi Prefecture began to be seen. About at 24 : 30, we sailed under the Kanmon-Ohashi (bridge). Then, our ship went into Kanmon-Strait. The width between both shores (Shimonoseki and Moji in Fukuoka Prefecture) is only some 700 meters. Our ship was running very slowly. There were beacon lights showing the course on the straits. The lights from the shores became darker and darker, and beacon lights finished at about 25 : 00.

Wednesday, August 16, 2006, fine (Japanese Time)

Nakayama was on the East Chinese Sea

Nakayama got up on 7 : 30. Minagawa has already woken up. The view from our ship was completely different from the view the previous day. There was only the horizon. But it was fine, and wind was blowing favorably.

At about 7 : 50, the free breakfast was served. The menu was rice gruel, pickles, baozi (kind of Chinese bun, steamed stuffed), Japanese plum, wafer and coffee. Then, we talked with a Japanese elderly couple who were from Hiroshima in Japan. They were members of the friendship group between Japan and China through the ballroom dancing ; they said that they were really looking forward to joining the party in Shanghai.

Our room was 2nd class of “Western-style room”. There was a TV in our room, but it did not work. The width of the berths were enough to spend a time of voyage for us. The noises and vibrations from engines of the ship was very quiet. The fee for a student was 18,000 JPY for one way trip, and 27000 JPY for a round trip. The fee for adult was 20,000 JPY and 30,000 JPY for each.

We had six room mates. There were a Chinese mother and a child who looked three years old. They were living in Japan and were going to visit their old home. Other people were all single lady tourists. Three women had their own plans to visit some Chinese cities. Another woman who was a

Doshisha University student had a plan to go to Kazakhstan via Uighur Autonomous Region of China by train.

About 14 : 00, we saw some fishing boats. There was a map posted on the ship. The crew was moving the figures of the ship which indicated the present location. Nakayama knew that the ship was near Jeju-island. We have been able to see many fishing boats until late at night.

Thursday, August 17, 2006, cloudy (Chinese Time, -1 from Japanese Time)

Nakayama arrived at Shanghai and departed to Beijing

At 7 : 00, Nakayama woke up. The scenery had changed completely from the day before, as same as previous day. Our ship had already been on the river course of Chang Jiang. We saw Chongming Dao (崇明島)(dao=island in English) on the right hand between Hengsha Dao (横沙島) and ChangXing Dao (长兴島). We also saw lots of ferry boats for daily use, cargo ships, and dredge boats. At about 8 : 00, when we were eating breakfast, our ship went into Huangpu Jiang which flows in the city center of Shanghai. The menu for breakfast was similar to previous day.

XIN JIAN ZHEN arrived at Shanghai ferry port at 9 : 30, on time. We left the ship at 10 : 00. Immigration procedure took about an hour for entry to China, but there were no problem.

On the way to the subway station on foot, we saw traditional shops. But subway station was quite modern and new. Minagawa said that she had never seen such a subway station. The fact shows development in Shanghai is so quick not only in terms of economics but also preparation of infrastructure.

We arrived at the Subway station, Yangshupulu Station (杨树浦路站), which belongs to Line 4 (belt line), and had opened on December 31, 2005. Then we went to Shanghai Station (上海火车站) to purchase tickets to Beijing for that night. After arriving at Shanghai Station, we had to exchange JPY to Chinese Yuan (人民币=RenMinBi). We took time to find Chinese Bank, because the location of the bank changed. After we got Chinese Yuan, we checked our baggage near Shanghai Station. The fee was 15 Yuan for a day. Then, we went to the Station and joined a formation line which was made by people who were going to buy train tickets. Minagawa asked a station staff who looked angry to buy our tickets for Beijing. She gave her our tickets for Beijing without listening to our favor. Anyway, we could get tickets to Beijing, thanks to Minagawa.

After then, we walked in the downtown Shanghai. Because there were some spots under construction, much dust was rising. We ate lunch at a restaurant in old town, which looked cheaper. Though we ate a lot even becoming painful, the total fee was about 50 Yuan including 2 bottles of beer. After lunch, we walked to Yuyuan (豫园). According to Globe-Trotter Travel Guidebook (2006 a, pp. 247-249), Yuyuan is the most excellent classic garden of the Jiangnan (江南) region. There was a big

market for tourist near there. Then we enjoyed tastes of some kinds of Chinese tea at a tea house in the area.

The train we took was Z 22 train from Shanghai to Beijing. “Z” means direct train, which does not stop at any station on the way. Our berths were upper ones of 4 berths compartment. The train was very new and accommodations were quite good. It was well cleaned, also. Our train departed at 19 : 07 and was to arrive at Beijing on 7 : 05 the next morning after running 1463 km. The fee for this train was 476 Yuan per person.

As this Z train runs 1463 km in 11 hours and 58 minutes, we felt it very fast. Conductors were in each car, and police men were on the train. We wiped the sweat with towels and changed our clothes at rest room. After then, Nakayama started exploring the train. The train consisted of 16 cars including restaurant car. Three cars of which were for reclining seats. There, Nakayama discovered Mr. Xiaohui Wang (王晓辉, simply Wang here after), a Chinese doctoral student studying at Doshisha University, originally from Shenyang (沈阳) in Liaoning Province (辽宁省), all of a sudden. He was on the way from Shanghai to Beijing to visit his home town, Shenyang.

Wang, Minagawa and Nakayama talked merrily with bottles of beer at the restaurant car. The fee for the beer (Heineken) was 15 Yuan per bottle which contains about 330 cc. We enjoyed talking, and went to bed at about 23 : 00.

Friday, August 18, 2006, cloudy→fine (Chinese Time, -1 from Japanese Time)

Murota departed from Japan to China, and joined with Nakayama at Beijing

Nakayama woke up at 7 : 00. By then Minagawa had already started preparing to get off the train. The train arrived at Beijing station 7 : 05, on time. The conductor complained to us to getting off-sooner. Nakayama and Minagawa got off the train and met with Wang on the platform. The tickets were collected at the ticket barrier. After that, we got on the subway and went to Tiananmen (天安门). Tiananmen looked so magnificent, and a square in front of it was so wide. In spite of early times, there were so many people including tourists.

We walked the square from north to south, and had breakfast in the old corner near the square. After having breakfast, Wang was bound for Beijing Capital Airport to receive Murota and Ms. Hiromi Komori who were flying from Japan as it will be explained later. Ms. Komori is an assistant professor of Center for Integrated Area Studies, Kyoto University. Nakayama and Minagawa started to search hotel for that night, and decided to stay at “Beijing Young Age’s House : Young Age’s Hotel (青年之家青年旅舍)”, a youth hostel. The fee for a night was 34 Yuan. Nakayama’s room mates looked like student came from the country side for some kind of course.

Nakayama and Minagawa washed their clothes and took a shower at the youth hostel, and took

lunch near there. There were some restaurant near there, almost all of them were flourishing. We ate boiled cabbage with oyster sauce, beef soup, soybean curd with pidan (egg of duck) and rice. The price was 27 Yuan for two people. Then, we took a walk to Novotel Xinqiao Beijing (新侨诺富特饭店), where Murota and Komori were to stay. At 14 : 30, Nakayama and Minagawa arrived there, and waited for the others to arrive.

On the other hand, Murota got on “Haruka” Airport Express at Kyoto station in the early morning of this day, and met Komori in the train at Shin-Osaka station. Murota and Komori departed from Kansai airport by China Airlines’ flight : CA 162 at the scheduled time, 10 : 00. Arrival at the Beijing airport was almost as scheduled, about 12 : 10. Then, they met Wang who came there to welcome them. The three persons took a bus to Sidan (四单), the fair was 16 Yuan per person. Murota felt it cheap considering the travel distance. From there, we took the subway to the reserved hotel.

About at 15 : 00, Murota, Komori, and Wang arrived at the hotel and joined with Nakayama and Minagawa. After Murota and Komori checked in Novotel Xinqiao Beijing, the five persons had a meeting at Murota’s room. After about an hour of meeting, we went out to Wanfujing (王府井), a main street of Beijing City, on foot. After a while, we decided to have a dinner at Wangfujing Dajie (王府井大街), in a restaurant of Beijing Duck. We ate there at about 18 : 00. According to the notice posted in the restaurant, it has been founded in 1864 and now in China Quanjude (Group) C. Ltd.

After dinner, we went back to each hotel and went to bed.

Saturday, August 19, 2006, fine (Chinese Time, -1 from Japanese Time)

Investigation in Beijing and left from Beijing

Murota woke up at 7 : 05 and had a breakfast with buffet style at “Utopia Restaurant” on the fourth floor of the hotel. On the other hand, Nakayama and Minagawa was heading for the Hotel, in which Murota and Komori were staying, from the youth hostel by a taxi, and arrived at 7 : 40. The price was 20 Yuan. Wang arrived at the hotel about at the same time. Then, five people, Murota, Nakayama, Komori, Wang and Minagawa were got together. We checked our baggage in the hotel, and departed to the Thirteen Ming Tombs (明十三陵) by car with a driver which Wang has prepared for us, a new Hundai. The cost for the car was 100 Yuan per person.

Thorough the highway, it was very crowded. As we approached our destination, we saw a lot of corn fields, and the road sales for peach were increasing. About at 10 : 00, we arrived at Ding Tomb (定陵) which is the most famous tomb of the Thirteen Ming Tombs. The notice said that Thirteen Ming Tomb have been listed in the World Heritage Directory by the United Nations World Cultural Heritage Committee on July 3, 2003. We observed the Underground Palace and the Museum. The fee for entrance was 70 Yuan per person. We had been planning to also visit Chang Tomb (长陵), it had

taken a longer time than we had thought. We then gave up that idea and decided to visit Yonghe Gong (雍和宮), which is the biggest Tibetan Buddhist Lama Temple in Beijing, and was built in 1694 as the residence of the Qing Dynasty Prince Yong.

We left Ding Tomb at 12 : 00, and arrived at Yonghe Gong at about 13 : 00 by the car. Trip with the car was up there. We had lunch before visiting Yonghe Gong near there.

The fee for entrance of Yanghe Gong was 25 Yuan per person. Murota was surprised of the depth of the site and the buildings, and the number of tourists were so many. Moreover, there were lots of people praying seriously holding their hand up toward the sky. Murota bought two boxes of joss sticks in the site. They did not look as if made of cryptomeria, but we had no idea what they were made from. The stamps on the back side of the boxes were written in four language, Mongolian, Chinese, Tibetan, and Manchurian.

Leaving from Yonghe Gong, we went to Wanfujing by subway, and walked there searching for some literatures and maps. Murota bought an interesting atlas which was about Russia but written in Chinese, and a book on nuclear problems. We went back to the hotel on foot. Then, Ms. Xiaoyu Liu (刘晓瑜, simply Lin here after) joined our party. She is a friend of Wang and studying in Doshisha University as a graduate student of Commerce.

Wang said that Sichuan (四川) cuisine has been the most popular food throughout the China these days. We then decided to go to “Yuxin Sichuan Dish Restaurant” (渝信川菜). We started dinner at 18 : 00 there. Finishing dinner at 19 : 30, we went to a supermarket near the restaurant and bought some foods and drinks for the train trip.

Then, we headed for Beijing Station. The tickets check began about at 22 : 30. Murota, Komori and Nakayama got on the train named VOSTOK (BOCTOK), bounded for Moscow, about at 22 : 50. It was very hot and dark in the carriage. About at 22 : 55, a little bit earlier than the scheduled time, the train began to move. Wang, Minagawa and Liu were seeing us off.

As soon as the train started moving, the air conditioner of the carriage began to work and it became comfortable. We were going to Ulan-Ude, the capital of Buryat Republic East Siberia in Russia. We used the soft class (1st class) carriage because there were no vacancies in the hard class



Map 1 Overview of the Area of the Authors' Train Trip

Source) Originally made at Murota' office based on the digital information in the website : <http://www.erina.or.jp/Jp/Jf/asia-f5.htm>

Table 2 Time Table of No. 19 Train “VOSTOK [ВОСТОК]”, Beijing to Ulan-Ude

Distance (km) from Beijing	Station	Time						
			Local Time		Difference from Moscow	Moscow	Stop (min.)	
0	<i>Beijing</i> 北京	Dept.	Fri.	22 : 56	(+4)*			
133	<i>Tianjin</i> 天津	Arri. Dept.	Sat.	0 : 26 0 : 34	(+4)*		8	
262	<i>Tangshan</i> 唐山	Arri. Dept.	Sat.	1 : 53 1 : 56	(+4)*		3	
415	<i>Shanhaiguan</i> 山海关	Arri. Dept.	Sat.	3 : 59 4 : 07	(+4)*		8	
599	<i>Jinzhou</i> 锦州	Arri. Dept.	Sat.	5 : 59 6 : 02	(+4)*		3	
841	<i>Shenyang</i> 沈阳	Arri. Dept.	Sat.	8 : 39 8 : 54	(+4)*		15	
1030	<i>Siping</i> 四平	Arri. Dept.	Sat.	10 : 59 11 : 02	(+4)*		3	
1146	<i>Changchun</i> 长春	Arri. Dept.	Sat.	12 : 15 12 : 21	(+4)*		6	
1388	<i>Harbin</i> 哈尔滨	Arri. Dept.	Sat.	14 : 59 15 : 14	(+4)*		15	
1547	<i>Daqing</i> 大庆	Arri. Dept.	Sat.	16 : 59 17 : 05	(+4)*		6	
1658	<i>Angangxi</i> 昂昂溪	Arri. Dept.	Sat.	18 : 22 18 : 32	(+4)*		10	
1927	<i>Boketu</i> 博克图	Arri. Dept.	Sat.	22 : 04 22 : 12	(+4)*		8	
2137	<i>Hailar</i> 海拉尔	Arri. Dept.	Sun.	1 : 23 1 : 31	(+4)*		8	
2323	<i>Manzhouli</i> 满洲里	Arri. Dept.	Sun.	4 : 00 7 : 01	(+4)*		181	
from Zabaikalsk	(About 20)	Border Zone between China and Russia						
0	2343	<i>Zabaikalsk</i> Забайкальск	Arri. Dept.	Sun.	8 : 26 14 : 36	(+6)	2 : 26 8 : 36	370
118	2461	<i>Borzya</i> Борзя	Arri. Dept.	Sun.	17 : 29 17 : 54	(+6)	11 : 29 11 : 54	25
217	2560	<i>Olovyannaya</i> Оловянная	Arri. Dept.	Sun.	20 : 21 20 : 31	(+6)	14 : 21 14 : 31	10
368	2711	<i>Karymskaya</i> Карымская	Arri. Dept.	Mon.	0 : 20 0 : 45	(+6)	18 : 20 18 : 45	25
462	2805	<i>Chita 2</i> Чита 2	Arri. Dept.	Mon.	2 : 37 3 : 07	(+6)	20 : 37 21 : 07	30
729	3072	<i>Khilok</i> Хилок	Arri. Dept.	Mon.	7 : 19 7 : 34	(+6)	1 : 19 1 : 34	15
877	3220	<i>Petrovskii Zavod</i> Петровский Завод	Arri. Dept.	Mon.	9 : 50 9 : 52	(+6)	3 : 50 3 : 52	2
890	3233	Border between Chitiniskaya Oblast and Buryat Republic						
1021	3364	<i>Ulan-Ude</i> Улан-Удэ	Arri.	Mon.	10 : 56	(+5)	5 : 56	

1) As of August, 2006.

2) Data of distance and station names in English are taken from Richmond (2006) pp. 269–278 and Thomas (2004) pp. 325–402. Distance of the border zone is authors' own calculation based on the Russian Railway Atlas (АТЛАС ЖЕЛЕЗНЫЕ ДОРОГИ).

3) Data of time are taken from the notice posted in the wagon, VOSTOK [ВОСТОК] which authors have gotten on during 19–22, Aug. 2006.

4) VOSTOK [ВОСТОК] is the train connecting Beijing with Moscow via Shenyang, Manzhouli, Zabaikalsk, Chita, Irkutsk, Novosibirsk. It also carries the carriages connecting Pyongyang with Shenyang.

5) In case of train No. 19, two carriages from Pyongyang join, at Shenyang station, the main series of carriages from Beijing and go to Moscow together.

6) Time difference between Moscow and Chinese stations is of summer time period in Russia.

(2nd class) berths. We had purchased the tickets for this train at a Japanese travel agency named “Euras Tours” in Tokyo, in advance. The fare for this train was 45,200 JPY per person. Sheets and towels used on the train were free.

We washed our face at the rest room in turns. After departing from Tangshan on 25 : 56, we went to bed. Nakayama began to feel the trouble of stomach and bowels, and could not sleep well.

1. 2 Journey in Northeastern China through Daqing Oil Field

Sunday, August 20, 2006, fine→cloudy→fine (Chinese Time, -1 from Japanese Time)

Train trip in east-north China

We woke up at about 8 : 30. VOSTOK was running amidst a vast plain. We saw cirrocumulus clouds, an indication of early autumn. VOSTOK arrived at Shenyang (沈阳) in Liaoning province (辽宁省) at 8 : 39, on time. We bought some foods and drinks there. According to the notice posted in VOSTOK, the cars from Pyongyang in North Korea had arrived at Shenyang at 22 : 12 the previous day. They were connected to the wagons from Beijing at this station.

From Shenyang, our train ran toward north through Changchun (长春) in Jilin Province (吉林省), to Harbin (哈尔滨) in Heilongjiang Province (黑龙江省). This route used to be possessed (by Changchun) or operated (in East Chinese Railway area) by the South Manchuria Railway, a Japanese company under national policy of the Imperial Japan until the end of the Second World War. In this section of the railway, our train made good head way. We saw a lot of cultivated areas which were raising corn.

We had lunch at the restaurant car. While in China, the restaurant car belongs to China, and only Chinese Yuan was accepted. On the border station, restaurant car was changed to Russian. In the car, only Russian Rouble was accepted. Komori was asked to exchange Rouble to Yuan by a family near our compartment to eat lunch there. Komori did not have enough Yuan, so Nakayama complied their request. The rate which they proposed was 35 Rouble per 10 Yuan.

We arrived at Harbin (哈尔滨) at 14 : 59, on time. As to this city, Bryn Thomas tells : “Harbin had been just a small Manchurian fishing village until the construction of the East Chinese Railway in 1897–1901. The new Russian-built railway passed through Harbin. Harbin was also the junction for southern spur to Port Arthur, Lushun Port (旅顺口) in Liaoning province, northern border with Russia, Heihe (黑河) in Heilongjiang Province (黑龙江省), eastern border with Russia, Suifenhe (绥芬河) in Heilongjiang Province, and western border with Russia, Manzhouli (满洲里) in Inner Mongolia autonomous region. The former village rapidly grew into a major trading center. Harbin continued to grow under Japanese control during the Russo-Japanese War as it served as a supply base for Japanese troops. A great many Russian refugees settled here following the 1917 Revolution,

and the Russian influence remained strong. Modern Harbin still has a perceptible Russian personality” (Thomas 2004, p. 311).

After 15 minutes stop there, our train began to move again toward west, during this time. As soon as we departed from Harbin, we crossed over the Songhua Jiang (松花江). The water of the river was muddy. This river flows down into Amur River (Heilong Jiang : 黑龙江). And Amur River flows down into the Sea of Okhotsk. This water would arrive at eastern Hokkaido in Japan, as floating ice (流氷 in Japanese). In late November, 2005, the chemical plant in Harbin had exploded. Five people were killed and 100 tons of highly toxic benzene were dumped into Songhua Jiang. By mid-December, the benzene slick had entered Amur River (Richmond 2006, p. 273). It goes without saying that the environmental impact in the lower reaches of Amur have been serious, Murota has been concerned about this serious contamination event which may badly effect the Sea of Okhotsk and eastern Hokkaido since the accident had happened.

From about 16 : 00, there were marshy areas around the railway. We saw a signboard, “Longfeng Marsh Nature Preservation Area” (龙凤湿地自然保护区). After that area, we saw a lot of oil well machines working. From 16 : 59 to 17 : 05, our train stopped at Daqing (大庆) station in Heilongjiang Province, but none got on or got off. It was quite easy to understand that we were in the center of Daqing oil field. After the oil field area, we were going to the vast steppe area. The climate and flora were clearly different from the one in middle of China.

At 18 : 22, we arrived at Angangxi (昂昂溪) in Heilongjiang Province. There, we saw quite a beautiful sunset. Nakayama felt that the structure of the station was very similar to Japanese ones about two decades ago, and felt a strong affinity. We had dinner at our compartment with things on hand, and lied down earlier, about 22 : 00.



Photo 1 Oil Wells at Work (yellow ones) along the Railroad near Daqing Station.

(Photo by Murota : August 20, 2006)

1. 3 Crossing the Land Border between China and Russia

Monday, August 21, 2006, rainy→fine (Chinese Time, -1 from Japanese Time. And from Zabaikalsk, Chita Summer Time, +2 from Chinese Time)

Cross the border between China and Russia with the Train

At 3 : 10, a conductor of the train woke us up. He said that we were to shortly arrive at Manzhouli

(满洲里), a border station in Inner Mongolia of China, and he gave us cards for leaving China. VOSTOK arrived at Manzhouli at about 3 : 50. Then, couple of examiners from China rode on our carriage. They stared at us comparing our faces with the photos on our passports, and picked them up. After a while, we were permitted to leave our carriage, and almost all people went to the station building. The building was quite modern, polished up and well



Photo 2 The Dawn at Manzhouli Station.
(Photo by Nakayama : August 21, 2006)

cleaned. It looked appropriate for the border station. There were some Kiosks in the building. Though it was quite early, they were very crowded. On a few minutes before departing Manzhouli, the examiner came to return our passport. The train departed on time, 7 : 01. We saw the train stopping on the opposite side of the platform from Manzhouli to Suifenhe in Heilongjiang Province, the border station with Russian Far East. The train consisted of the carriages with berths and seats. This train would run throughout the route of the past East Chinese Railway.

VOSTOK has run slowly in the border area, and we crossed the national border. It was a land border, not a river. After about 20 minutes running, we arrived at Zabaikalsk, the Russian border station at 9 : 20 (7 : 20 in Chinese time). At first, a pair of immigration officers entered our carriage and picked up our passports grasping persistently. Then, a custom person came to our berths, and checked our baggage. Some golf balls, which Nakayama has brought to plug the bath at the hotels in Russia, seemed to attract his interest. He picked up our document for entry into Russia. About an hour later we arrived at this station, our passports had come back from immigration, and then we were told to get off the carriage by the conductor in our carriage.

We had to get Russian Rouble (РУБЛЬ:Р). Komori asked some people where we could exchange money, and she found the bank at the south side of station building. It was quite difficult to find, because it was on the second floor and there were no sign boards for it. As soon as we finished our exchange, we went for walk a in the town of Zabaikalsk and had lunch near the station. The road looked like the main one but was not paved and very dusty. The market near here was very crowded. We saw some cargo wagons for automobile loading only “Matiz” made by Daewood, a Korean company, under umbrella of General Motors : GM.

When we came back to the platform, our train was not there. It seemed that changing the railway bogies and re-arrangement of cars were carried out. As widely known, the railway tracks between

China and Russia are different. The locomotives have repeated going and coming for re-arrangement of the cars. Passengers looked impatient. During this time, Nakayama spent the time in a park near the station building of Zabaikalsk. It was quite magnificent as the one in Manzhouli. Then, Nakayama and Murota saw the two 2nd class wagons from Pyongyang to Moscow, and people from North Korea. We also talked with Japanese tourists making a party of school teachers, who had visited Nomonghan. We got on VOSTOK again at about 15 : 50, and departed at 16 : 25. As a result, we have been in Zabaikalsk for about 7 hours.

Different from in China, the speed of the train was very slow. For a while, the single track railroad continued. The landscape with vast steppe and clear blue sky was very beautiful. Murota had known such landscapes in Mongolia (Murota and Kishi 2004, pp. 68–83). And he felt that they were quite similar except for the point that gels were seen in Mongolia while not in Chita Oblast in Russia.² Some railway which were not indicated on the Atlas were merged into the main line, which we were running. We arrived at Borzya (Борзя) at 19 : 45. From this station, there was a railway bound for Choibalsan in Mongolia (Richmond 2006, p 270). After departing there at 20 : 07, the steppe has changed to the taiga little by little.

About from 21 : 50 to 22 : 00, our train was running parallel to the Onon River and crossed over it. This area is said to be a birthplace of Chinggis Khaan (Richmond 2006, p. 271). With in a little time, we arrived at Olovyannaya (Оловянная) at 22 : 05. It seemed that there were no sellers on the platform, but some people who looked familiar with the train trip bought some foods and drinks from somewhere, only during 15 minutes stopping. We wanted to eat dinner at the Russian restaurant wagon which had been connected at Zabaikalsk, but it was too late to order. We had supper in our compartment.

From Zabaikalsk, the diagram of this train became different from the notice which was posted in the wagon. Taking the system of summer time in Russian territory and time difference between China and Russia into consideration, it was impossible to work on time as the notice showed.

The temperature inside the train dropped. Nakayama caught a cold due to the lowering of the temperature.

1. 4 City Walk in Ulan-Ude and its Suburb

Tuesday, August 22, 2006, fine, (Until Petrovskii Zavod is in Chita Summer Time, And After arriving Ulan-Ude, Buryat Summer Time, -1 from Chita Time)

It was so cold in our compartment that Nakayama could not help waking up. It was about 9 : 00 (The time in Chita during summer period). The view was vast taiga, and dachas were becoming visible. *Dacha* means villa, but they are not only for the riches (Murota 2000, pp. 77–78). We saw lots

of dacha fields where potato and other vegetables were planted. We ate breakfast in our compartment. Sheets and towels we used were collected by our conductor. Almost all passengers in our wagon were to get off at Ulan-Ude. The man in the next compartment was worried about us finding our way.

VOSTOK arrived at Ulan-Ude (Улан-Удэ), the capital of Buryat Republic, at 10 : 56 on time. The air was so comfortable. Doctor Nikorai Pronin and Dmitriy Matafonov (simply Dima hereafter) welcomed us on the platform. Murota had gotten to know Doctor Pronin in August, 1998, for the first time (Murota 2000, pp. 79–82). Since then, they have developed a good friendship. They took us to Buryatia Hotel by car, and we checked in the hotel. The rate for a night was 1250 P including 18% taxes for a twin bed room, where both Murota and Nakayama stayed.

Bryn Thomas tells : “In 1688 a military outpost was founded here, in a valley between the Khamar-Daban and Tsaga-Daban ranges. Strategically located beside the Selenga and Ude rivers, it was named Verkhneudinsk. A cathedral was built in 1745 and the town became a key center on the route of tea caravans from China. The railway reached the town in 1900 and in 1949 the branch line to Mongolia was opened. Population of Ulan-Ude is some 371000 in 2003, only about a fifth of whom are Buryats, the rest being mainly Russians. Local industries here are the large railway repair workshop and locomotive plant, food processing, helicopter assembly and glass making” (Thomas 2004, p. 266).

Separated from Pronin and Dima for a moment, we took showers, washed clothes, and did data processing at the hotel. After then, we walked around the square, the Ploshchad Sovietov (Площадь Советов). As widely known, there was the Giant Head of Lenin. We had lunch, at “CAFE BAKU” (КАФЕ БАКУ) near there. It seemed that this café would be a disco at night as most of Russian restaurants are (Murota and Kishi 2003, p. 89), guessing from the interior. The cost was 820 P for three people, including three bottles of beer. After lunch, we went to the post office (Почтамт) to send air-mails to Japan. The stamps cost 6.5 P for a postcard, and 14 P for a letter with envelop. The post offices in Russia seem to have many function, for example, stationery store, book shop, and other items.

After that, we went to the super market to buy goods for the field trip from the next day. And we took a break at open café near there. The cost was 130 P for three. It was quite comfortable. We saw some oriental people, looked like Buryat or Chinese.

At 17 : 30, Doctor Pronin picked us up and brought us to the Open-Air Ethnographic Museum by the car which he had thoughtfully prepared. “This is one of the best of Russia’s numerous open-air museums, collected reconstructed buildings, and about 6 km north from Central Ulan-Ude” (Thomas 2004, p. 264). We saw a Bronze Age stone circle, Evenki camps with birchwood wigwams, shaman’s huts, and wooden carving and so on. Pronin has explained minutely for us in shorter times.

After investigation, Pronin suggested that we walk to the restaurant named “Yuruta” for dinner. It took about 20 minutes on foot toward north. Architectural making was so real and we took photos with the symbol of Chinggis Khaan. The accommodations were perfect. Pronin said that he had been often using this restaurant after academic conferences. Murota felt it so wonderful place and it was the Pronin’s hospitality.

We enjoyed dinner there for about 3 hours, until 21 : 40. It was still light. We

went back to our hotel by the Micro-Bus which was running its regular route from bus stop near there. The fare was 8 P per person. The driver told us that there was a tourist party who chartered this Micro-Bus and he has brought them to the field trip to the suburbs. As there were such chances, their incomes were not so bad.

We arrived at the side of the square, Ploshchad Sovietov, and went back to the hotel on foot. On the way to our hotel, we saw the Opera house which had been constructed by the Japanese who had been detained by the Soviet Government after the Second World War. It was under repairing, but it was lighted up and so beautiful. After saying thanks and good night to Pronin, we went back to our rooms and went to bed.



Photo 3 Wooden Sculptures of Birds and Other Animals at Evenki People’s Exhibition House in the Open-Air Ethnographic Museum.

(Photo by Murota : August 22, 2006)

Section 2 Field Trips in Buryat Republic (August 23–29)

2.1 Field Trip to Chivyrkuysky Gulf, Lake Baikal

Wednesday, August 23, 2006, cloudy→rainy, (Buryat Summer Time)

First day of the field trip to Lake Baikal

Pronin and Dima came to the hotel on 8 : 30, and they picked us up with their Russian-made van with a driver whose name was Victor. Nakayama worried about his own sore throat and diarrhea by himself, so asked Pronin to drop in a pharmacy on the way.

We were going to Chivyrkuysky Gulf (Чивырку́йский За́лив) which is the bay east of Svya-toy Nos Peninsula (Святой Нос Полуостов). This peninsula is in the middle eastern coast of Lake Baikal. There is a Biological station which was constructed by Pronin’s private effort. Murota had already visited there several times since August 1998 (Murota 2000, pp. 80–82). It is in Monak-

hovo (МОНАХОВО), along the Chivyrkuysky Gulf.

On the way there, we saw some large crop fields, but Nakayama could not understand what kind of crop they were. Murota found the phenomenon like autumn tint on the mountain around the road, and asked to Dima what happened. He answered that it was the marks of forest fires in the previous year. There were lots of forest fires in these areas because of drying, and the forest fires were serious problems of forest management, Dima added.

After about 2 hours run, the road became bad. As in the previous excursions of Murota, the road was so bumpy, and automobiles were running to roll up the cloud of dusts dynamically. It looked as though there had been no change until 2006, although we saw the construction of a new road near Ulan-Ude. Our van stopped at the point from 30 km from the city, as in 1998. It was the highest point of this road, and there was an “Obo.”⁵ There were lots of cloths for written oracles, coins, cigarettes, and lots of wastes such as PET bottles with them. We saw many large trailers fully loaded with timber in the direction of Ulan-Ude around there.

We had lunch at noon in a road side café called “Vizit” (Визит) near Kotokyelskoye Lake (Озеро Котокельское) in Gremyachinsk (Гремячинск). There were many cows pastured near there. The charge for borsch (борщ), pelmeni (пельмени), bread (хлеб), and tea (чай) was some 40 P.

After about an half hour running, we arrived at a village named of Goryachinsk (Горячинск), a spa resort. Murota took a foot bath and explained Dima that it recently has been a very fashionable style in Japan. Of course Nakayama wanted to try, but held back because his physical condition was anxious, but in the feeling touched by the hand, some irritants were felt.

At 16 : 30, we arrived at a port in Ust-Barguzin (Усть-Баргузин) to cross over the Barguzin (Баргузин) River. We crossed the river by a ferry boat shaped like a “raft” which was pulled by a small motor boat, with our van, as usual for Murota at least (Murota 2000, pp. 81–82). The fare for the ferry seemed not to be collected, but the authors have never known who was shouldering the burden.

About 30 minutes later, we passed the gate which has limited the number of people entering the peninsula. The natural resources around Svyatoy Nos Peninsula have been used in over speed, so administrators started counting entering cars and



Photo 4 Hot Spring Sanatorium in Goryachinsk, Eastern Coast of Lake Baikal.
(Photo by Murota : August 23, 2006)

put restriction on them at the gate. After the gate, the scenery turned to be sparse woodland. The road became more bumpy than before.

At about 18 : 20, we arrived at Doctor Pronin's Biological station. There had already been 7 people, Dugalov (parasitologist), Wassily (Immunologist of Baikal Seal), Tachiana (parasitologist), her son Pecha, Ayuta (parasitologist), Natasha (looked a relative of Tachiana), and a driver of their truck. They have been preparing for excursion trip to the conference which was to be held in Ulan-Ude at the beginning of September. They had arrived there on the previous day by a car chartered.

Nakayama felt fever and pain in his joints. He went to bed as soon as he arrived there without dinner.

Thursday, August 24, 2006, rainy→fine, (Buryat Summer Time)

Second day of the field trip to Lake Baikal

The researchers party have been repairing several part of the Biological Station in the morning. Murota helped their work. The cooking was mainly the job of Tachiana. Komori helped her.

In the afternoon, Pronin took Murota and Komori to a motor boat trip. It took some 40 minutes per one way to Zmyovaya Bay which had two hot springs on the shore (Murota 2000, p. 81). When they came back to the beach of Monakhovo, Murota and Komori met a man named Victor Kyznetsov (Виктор Кузнецов). He is a hunter as well as a photographer. He lives in Nizhini-Angarsk, Irkutsk Oblast. He also works as a nature tour guide of Lake Baikal. He told us that the water of Baikal has been cleaner than service water. On the other hand, Pronin and Dima made sampling of some living organism for their research, and set the net for fishing.

Though Nakayama could not wake up in the morning, he could have lunch with the party. This was so good for him. After lunch, Nakayama laid on the bed again and slept a little. He had dinner at 18 : 00 with the researchers during the time when Pronin Murota and Komori were still on the boat trip. After dinner, Nakayama went to the shore of Baikal on foot. The temperature of water was colder than he had thought. Then, the boat trip party had come back to the shore. The wind had a smell similar to that of the beginning of winter, Nakayama thought.

At 21 : 00, Pronin has invited Murota and Nakayama to the Russian sauna. Then



Photo 5 Chivyrkuy Gulf in Foreground and Lake Arangatui Afar.

(Photo by Murota : August 24, 2006)



Photo 6 A Hot Spring Bath on the Shoreline of Zmyovaya Bay, Chivyrkuy Gulf.

(Photo by Murota : August 24, 2006)

Photo 7 Net Fishing Near the Village of Katyny, Chivyrkuy Gulf.
(Photo by Murota : August 24, 2006)

Doctor Pronin, Murota and Nakayama have taken a sauna together. The Russian sauna was similar to the ones of Northern-Europe, for instance Finnish sauna. A fresh point in Russia was that a man beats another man's naked back, hands and legs with branches and leaves of white birch to take turns. Nakayama had no conviction that whether it was general in Russia or not, but Murota and Nakayama were beaten by Pronin, and Murota beat Doctor Pronin. It was a great experience of amazement and fun for Nakayama.

About 23 : 00, we went to bed while our bodies were still hot.

2. 2 Two Days Excursion to Barguzin Valley

Friday, August 25, 2006, rainy→fine, (Buryat Summer Time)

Third day of the field trip to Lake Baikal, Heading for Kuchegel

Murota and Nakayama woke up at 8 : 00, and had breakfast as usual in the Station. Then, Doctor Pronin, Dima and Victor came back to the station with a lot of fish. They had pulled up the fishing nets which were set on the previous day from the early morning. The fish they caught were mainly “Okun”, as Pronin said. According to ENO (2005, p. 57), English name of okun (ОКУНЬ) is “yellow perch”. They are in perch family. Their habitats are in flowing water or deep lakes, as Lake Baikal. They take nutrition from minnows, insect larvae, planktons and worms. The average size of adults is 25–30 cm, and average weight is 2–3 kilograms.

After preparation for the two days excursion, Pronin, Murota, Komori, and Nakayama departed at 9 : 30 bound for Kuchegel (Кучегэл), a spa resort. From Ust- Barguzin to Kuchegel, the distance

was about 230 km. On the way to the gate of Svyatoy Nos Peninsula, we had van trouble. It took about an hour to repair, so we passed the gate at 11 : 20. We joined the main road and went toward north. About noon, we had lunch at a restaurant in the village of Barguzin. This village was older than Uran-Ude for about 500 years. Barguzin had developed as a fur trade center. After lunch, Victor got parts for the van and finished fueling, we started to run again. From here, the route was similar to the one which Murota used to visit in November 1999 (Murota 2000, pp. 82–87).

In the northern side of village of Barguzin, the marshy area was spread out on the right hand side of road. This was a flood plain of Barguzin River. On the left hand side of the road, the forest of pines was spread out. It seemed to be manmade one. After a while, we saw the Barguzin Mountains. They were so magnificent.

About at 16 : 00, we were into the village of Alla (Алла). From there, we changed the road heading west. We were going to the hot spring, where Murota has stayed once in 1999, but could not take a bath. The road was quite severe. Bridges over rivers were often broken so that our van sometimes run directly on river beds. We arrived at the thermal spring along the Alla River, one of the tributary of Barguzin River at 16 : 30. The signboard posted on the entrance said “DOBRO POZHALOVAT” (ДОБРО ПОЖАЛОВАТЬ: “Welcome” in English). Walking down from the base camp on a hill to the river side of Alla by a long, steep stair, we found a small hut. The source of thermal water was there. Pronin, Murota and Nakayama tried to take a bath. The bottom of the bath was mud. Pronin said that only a few minutes were enough for him and went out much earlier than us. It is unusual that healthy people take thermal spring baths in Russia. Barguzin area has many hot springs (Murota 2000, p. 84), but a habit of hot springs use is different between Japanese and Russian. In Russia, hot springs mostly are for medical uses.

We returned to the village of Alla and headed north again. About at 18 : 00, we went through the village of Ulyunkhan (УЛЮНХАН). There was a newer and larger building than the ones we have seen on the way. It looked like a school under construction.

About at 18 : 30, we arrived at the Spa Resort in Kuchegel (Кучегэл). There were about 12 houses for guests and administration personals, a hut for a well, and 5 huts for each source of thermal springs. All of them were made of wood. It looked almost as though there were no vacancies. A



Photo 8 Small Hot Spring Hut along Alla River.
(Photo by Nakayama : August 25, 2006)

young Chinese man guided us to a place to stay. As soon as we entered our cottage, Victor went to dip water from the well, and Pronin began to dress the okun which he had caught in the morning. They were going to cook “ukha” (уха), fish soup with potatoes and vegetables with the Okun, the Yellow perch. Doctor Pronin and Victor were very skillful to cook. Nakayama helped to peel skins of potatoes and Komori cooked salad. Pronin cut the bread quickly, the dinner has started with beer and vodka which Murota brought from Ulan-Ude. There were other dishes, for instance pickles which Murota bought in Ulan-Ude. They were very delicious. After dinner, Pronin and Murota have gone to the thermal spring bathing for about an hour.

The allocation of room in here was basically sharing by men and women as most of Russian resorts are. So, another group was in our house, but there was only one dining. The time for dinner or breakfast was taken turns with each group. But before sleeping, everyone enjoyed talking with each other at the dining room.

Saturday, August 26, 2006, fine, (Buryat Summer Time)

Fourth day of the field trip to Lake and baikal, Back to Monakhovo

Murota and Nakayama woke up at 7 : 00 with quite fresh feeling. Pronin, Victor and Komori have already started preparing for breakfast. Murota went to take bathes in the series of thermal springs again before breakfast. After breakfast, Nakayama tried to take one of them. He felt that it was similar with the spring in Alla.

We departed at 8 : 45 and stopped at Maisk to visit the office of the National Nature Reserve “Dzherginsky” (Джергинск

кий). It was founded in 1992. The officer told us that there were good tourism spots for descending river, climbing, hunting and other outdoor activities. But the foreign people purposed tourism were quite rare, although about 200 foreign people from France, Germany, Italy, Finland, and Czech Republic had come in the previous year.

About at 13 : 00, we had lunch in the open air at a bank along Garga River, a left side tributary of Barguzin River. As pervious night, Pronin dressed the okun, and Victor made fire by the woods they picked in the forest along the road on the way to here. Nakayama helped to make the spits from these woods and broiled the okun with salt. The menu for our lunch was that fish with breads and improvi-



Photo 9 A Series of Hot Springs Huts in Kuchegel.
(Photo by Murota : August 26, 2006)

sation noodles. Nakayama felt it was the best food during our journey in Siberia.

The road near there was quite bad. There were lots of holes on the middle of the road, and many bridges were collapsed. Then, Victor had to make rapid brakes and when we crossed over rivers, he had to pass slowly or avoid the bridge and run upon the river. Nakayama has fallen into bad health which exceeded the general carsickness.

The view of Barguzin Mountains was really beautiful. The top of the mountain was covered with snow. Pronin said that it was snowing during night, because there had been no snow in the previous day time. When we took a break along the road, Murota found Rabbit's cabbage in the forest. It was a strange plant.

After stopping at the village of Barguzin at 14 : 45, we passed the gate of peninsula at about 18 : 00. Our van stopped at the lake side near the gate. Pronin started sampling some water plants. And then Murota noticed the white foam on the shore. The foam was made of NaOH at the southern shore of Lake Bormashovoye No.1. It was highly mineralized alkaline lake with pH=8.9. There was a lake of the same name across the road to south. It was named Lake Bormashovoye No. 2. It was not so highly mineralized.

We came back to the Station in Monakhovo at 19 : 45. Tachiana was making smoked okun. Pine shells were used at the bottom of cooking tool. We had dinner as soon as we arrived there. We enjoyed talking with the member of the station encircling a bonfire.

2. 3 Stay in Manakhobo Biological Station

Sunday, August 27, 2006, cloudy→fine, (Buryat Summer Time)

Fifth day of the field trip to Lake Baikal, Holiday in Monakhovo

Doctor Pronin decided that this day was for rest. Mutota and Nakayama woke up at 9 : 00. After breakfast, we read books and talked with the members in the station in the morning. Dugalov, Wassily and a truck driver seemed to go back to Ulan-Ude on the previous day.

In the afternoon, we picked berries "Red bilberry" (брусника) on the hill near the Station by all nine people. After Nakayama had a call of nature, he lost his way returning. Nakayama was really scared, but he soon found a way to join other people. We



Photo 10 Manakhovo Biological Station Headed by Dr. Pronin.

(Photo by Murota : August 27, 2006)

were successful picking lots of berries. Nakayama was really refreshed and begun to think that want to stay more time. We came back to the station, and slowly spent a time except for Pronin. He made the final preparation of the station for the next excursion trip.

Monday, August 28, 2006, fine, (Buryat Summer Time)

Final day of the field trip to Lake Baikal, and back to Ulan-Ude

Murota and Nakayama woke up at 6 : 00. After breakfast and preparation for departure, all people who stayed in the station left Monakhovo for Ulan-Ude at 8 : 00 with the van. About 9 : 00 to 9 : 20, Pronin and Dima made sampling of plants and measured water temperature at the lake where we had stopped on Saturday. The water temperatures of Lake Bormashovoye No. 1 and No. 2 are 12.4 degree and 3.6 degree, respectively at 9 : 20. At 9 : 30,



Photo 11 Ferry Boat across Barguzin River.
(Photo by Nakayama : August 28, 2006)

we passed the gate of the peninsula, and crossed the Barguzin River at 9 : 50. At the ferry spot of Ust-Barguzin, Murota bought a cup of malina (малина). The grains were big and delicious. It was 10 P.

We called at the office of Zabaikalski national park and Tachiana's mother's house in Turka. We had lunch at the same café when we were going to Monakhovo. After lunch, we visited Lake Kotokoli (Озеро Котоколь). There was an invasion of Canadian alga. Dima made examinations.

We arrived at "Buryatia Hotel", in Ulan-Ude at 16 : 00, and checked in again. We finished washing clothes and taking shower. After then, Murota, Komori and Nakayama went to Ulan-Ude railway station to buy tickets for Chita, with Pronin's assistance. We had dinner to thank Pronin. After then, we came back to the hotel on foot and went to bed at 24 : 00.

The rates for the hotel were 1250 P for twin bed room and 1050 P for single room.

2. 4 Leaving Ulan-Ude Heading East for Chita

Tuesday, August 29, 2006, fine, (Buryat Summer Time, after got on the train, Chita Summer Time : +1 from Buryat Summer Time)

Visited the Institute of General and Experimental Biology, Left Ulan-Ude

We woke up at 9 : 00. Murota and Komori separately went for a walk in the city for their own inter-

ests. From 11 : 00, we got together and visited the Buryat Science Center by a tram No. 4. It was 4 P per person, while it was 2 P in 1998 (Murota 2000, p. 87). Then, we met Pronin. We checked our e-mails and made final preparations, in a relaxed mood with Pronin. We had lunch at the stolovaya, a refectory of the center. We bid fare well to Pronin, then returned to the hotel by marshroot,.



Photo 12 A Scene of Trams Running City of Ulan-Ude.

(Photo by Murota : August 29, 2006)

Dima was at the hotel, already. He helped us check out, and brought us to the station by taxi. We departed for Ulan-Ude at 15 : 11 on time, farewell to Dima.

The train we took was ROSSIYA (РОССИЯ), which has been the most popular and the symbol of Trans Siberian. ROSSIYA connects Moscow with Vladivostok in Far East, and Komsomolsk-na-Amure, one of the junctions of BAM (Murota and Kishi 2003, pp. 95–103, Murota and Kishi 2004, pp. 42–63). The accommodations of cars were modern and cleaner than VOSTOK. According to a notice posted in the carriage, these seemed to have been made in 2003. We used 2nd class (Hard class) with 4 berth compartment. The fare from Ulan-Ude to Chita 2 was 1536.4 P per person. Nevertheless we did not stay over night, the sheets and towels were distributed.

Table 3 Time Table of No. 2 Train “ROSSIYA [РОССИЯ]”, Ulan-Ude to Chita 2

Distance (km)	Station	Time					
			Days	Local Time	difference with Moscow	Moscow	to stop (min.)
0	<i>Ulan-Ude</i> Улан-Уде	Dept.	1st.	15 : 11	(+5)	10 : 11	
131	Border between Buryat Republic and Chitiniskaya Oblast						
142	<i>Petrovsky Zavod</i> Петровский Завод	Arri. Dept.	1st.	18 : 18 18 : 20	(+6)	12 : 18 12 : 20	2
290	<i>Xhilok</i> Хиллок	Arri. Dept.	1st.	20 : 49 21 : 08	(+6)	14 : 49 15 : 08	19
557	<i>Chita 2</i> Чита 2	Arri.	2nd.	1 : 27	(+6)	19 : 27	

1) As of August, 2006.

2) Data of distance and station names in English are taken from : Richmond (2006) pp. 269–278, Thomas (2004) pp. 325–402

3) Data of time are taken from the notice posted in the carriage of RUSSIA [РОССИЯ] which authors have gotten on during 29–30, Aug. 2006.

4) “ROSSIYA [РОССИЯ]” is the train connecting Moscow to Vladivostok [Владивосток] It also carries the cars connecting Khabarovsk 1 [Хабаровск1] with Komsomolsk-na-Amure [Комсомольск-на-Амуре].

We saw a lot of cargo trains which carried coals, oils, logs of white birch and other cargo. According to Tsuji (2005, p. 8), since 2000, international container transport using Trans-Siberian Railway has demonstrated remarkable growth. Transport performance in 2004 surpassed that in the previous year, and was 3.2 times the level of 2000.

About at 18 : 00, we had dinner at the restaurant car. As widely known, passengers can buy cups of tea or coffee at each conductor's room in the carriage of Trans Siberian. Murota bought a cup of tea, and the price was 6 P. The price for a cup of coffee was 8 P.

When we arrived at Chita 2 (Чита 2) Station nearly at 25 : 30 with about 5 minutes delay, Professor Irina Glazyrina and her driver called Igor in short had been waiting for us on the platform. When Murota met Pronin, Professor Glazyrina and Murota hugged, they looked so happy to Nakayama's eyes. Murota has met Professor Glazyrina at first in March 2005, when Murota visited Chita City. Komori and Nakayama also, had met her in advance, when she was visiting Kyoto in July 2006 for an international conference.

We checked in the hotel Zabailakalie, which was facing the Square. The rate for a night (24 hours) of twin bed room was 3,000 P including breakfast for Murota and Nakayama. It was expensive because the reservation fee of 25% was included. We slept before 28 : 00.

[The end of Part I , Part II will appear in the next issue of this journal.]

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Notes

- 1 According to Tsuji (2002), Northeast Asia means China, North Korea, South Korea, the Asian part of Russia, Mongolia and Japan.
- 2 A gel is a Mongolian-style mobile house mainly made of animal skin.
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- 4 Doctor of Philosophy of Biology. Making a research of hydrobiology under Doctor Pronin
- 5 An obo is a sacred place for Buryat and shamanistic religions. People make offerings to it.
- 6 Siberian Branch of Russian Academy of Sciences, Institute of Natural Resources, Ecology & Cryology, Head of Department of Ecological Economics