porary fashion. Under these conditions every effort is made to attempt alterations which may facilitate the work at railheads, and many beneficial changes have been introduced during the past year. Permit me to cite one instance. The supply trains originate at the coast ports—chiefly at Bolougne and Havre—and it was necessary for each division to demand from these ports the size of train required daily, this size being based on the strength, that is the numbers of men and animals, of the division. As you will realize, this strength is subject to frequent change through casualties, arrival of reinforcements or the temporary attaching of independent units for various purposes. Each division was allowed to handle only the trains especially consigned to it and, should any delay occur in the arrival of any particular train, confusion arose and the schedule of the various supply units was upset. Accordingly, it was estimated that, when such a large number of divisions were using the same railheads, the sum total of their requirements on individual trains would approximate the total supplies carried by the same number of trains loaded uniformly, this loading being based on the strength of a standard division. Thus, where one division might be under strength, another would be over strength, and the one would offset the other. So the present system of uniformly loaded, or "pack" trains as they are termed, was introduced. Any division can now off-load any available train. This scheme has simplified the loading at the base ports and greatly eliminated confusion and delay at the railheads. The railheads are not allowed to accumulate stores, but surpluses are returned daily to supply depots, situated well in rear of the front, and any extra requirements are drawn from these depots.

As you are all no doubt aware, the motor transport, both for ammunition and supplies, receives its load at railhead, and, in turn, hands it over to the horse transport for the final stage of delivery. The transfer is made at suitable road-side points, known as "dumps" or "refilling points." The horse transport, then, either with one or more handling, delivers the material to its ultimate destination. In the case of some trench good, and under favorable delivery conditions, the motor transport carried the load all the way and the horse transport was not used. This material would then be taken to the trenches by fatigue parties. In this way the motor transport is called upon to make trips close up to the lines, but for the most part the refilling points are usually from three to five miles behind the first line and the