

The use of Ngaurawahia as a training camp was discontinued on the completion of the mobilization camp at Papakura. It still remains the Ordnance Depot for the Northern Military District.

Cave Camp was used for the field training of South Island units of the First Echelon and certain Territorial units. This camp can be re-established at short notice and can be used for summer field training for Expeditionary Force or Territorial units as may be required.

#### MOVEMENT OF TROOPS.

The movement of personnel within the Dominion from the time of mobilizing an echelon, daily and home leave, and the final entraining to embarkation ports has involved elaborate arrangements covering railways, shipping, road, and air travel. In ordinary times any one of these movements would be considered a major and probably a much publicized event. A rough approximation of journeys already arranged would be about 60,000.

Over 13,000 personnel have been despatched on long sea journeys, which create considerable problems. For obvious reasons these problems cannot be mentioned in detail, but, in addition to victualling, arrangements were necessary for the equipping of the troops for overseas climates and for the despatch of military stores for those already gone overseas. Overseas movements have been carried out in co-ordination with the British and Australian Governments not only in respect to supplying and escorting the conveyances, but also for loading the ships with produce and for equipping them for the conveyance of troops. The arrangements made for each ship are such that each is a complete military community in itself, highly organized in all essentials. As an example of this not only is provision made for military training on the voyage, but all ships are equipped with hospitals, dental services, postal and pay services, canteens, and/or gift distribution and social amenities.

That the movements have so far been carried out so smoothly in New Zealand is attributable to the willing co-operation given by all concerned, and in this respect some special tribute must be paid to the services given by the New Zealand Railways, Harbour Boards, and police and traffic personnel.

#### TRANSPORT.

(a) At the beginning of the training year the number of army motor-vehicles, &c., in use in New Zealand was 86. Since the outbreak of war the number has risen to 666, including 136 about to be delivered.

(b) *Marmon Herringtons (Ford Chassis)*.—These vehicles were ordered prior to the outbreak of war for use as Field Artillery tractors for the Territorial Force. The number ordered are now all available and will prove most valuable in training of both New Zealand Expeditionary Forces reinforcements and the Territorial Force.

(c) *Motor-cycles (Norton)*.—Sufficient motor-cycles have been ordered for the training of the New Zealand Expeditionary Force, and are coming to hand at a satisfactory rate.

(d) *Breakdown Trucks*.—Sufficient vehicles of this type are being built for Leyland chassis by the New Zealand Railways, and will be available at an early date.

(e) *Workshop Trucks*.—These are in production by New Zealand Railways, and delivery is expected early in July.

(f) *Maintenance*.—A special staff of selected technical engineers has been set up in each district, and workshops and buildings are being provided for maintenance and garaging in each district station.

#### CLOTHING.

In the provision of clothing for men proceeding overseas with the Expeditionary Force and for embodied troops in New Zealand the Ministry of Supply has been of the greatest possible assistance, and this applies also to other forms of equipment and materials required for the armed Forces. The close contact that has been kept with manufacturers has enabled orders to be placed and requirements to be fulfilled with the maximum speed and efficiency. Our demands have necessitated an expansion of the production of the woollen-mills, clothing-manufacturers, and boot-manufacturers, and only by the closest co-operation of the manufacturers concerned and a system of planned production has it been possible for our requirements with regard to materials and garments manufactured in this country to have been met.

The change-over from service dress to battle-dress slowed down production for a time owing to difficulties met with in the initial stages of manufacture. As these difficulties were overcome and the operatives became more used to the work, the output of the factories increased, until it has now been possible to plan battle-dress production on a weekly output of 2,250 suits.

Some difficulty has been experienced in obtaining adequate supplies of cotton materials from overseas, but this difficulty has now been overcome, and supplies for the next six months have been arranged. It is of interest to note that 111,134 yards of cotton trimmings and 254,315 yards of cotton drill have been purchased locally or imported, and that 590,000 yards of cotton drill are on order. In addition to cotton drill already received and on order, it will be necessary to obtain a further 1,000,000 yards to meet our requirements up to December, 1941.

Provision of 54,800 towels, by purchase either in New Zealand or from Australia, has also been made.