Murman (Kola) line. They were very much discouraged over the general situation in Russia, believing it useless for the Allies to furnish more munitions, etc. unless the movement from ports could be expedited. I afterwards met the English officers at various times, and also met those of the French Military Section. Both had been manfully struggling for months with the supply question and they were about ready to throw up their hands, saying that the general disorganization of the country and official inertia made further help impossible. I gathered that England and France had contributed the major part of the military supplies of the country since the war began and under the most discouraging circumstances; the port of Archangel was the only accessible way to reach the country (until the Kola line was completed last winter,) and this port had very poor unloading facilities; outrageous delays to shipping constantly occurred and they claimed it was impossible to get the Russians to be forehanded in furnishing men for unloading steamships and the railway cars to remove promptly the urgently needed munitions. I fancy the English were lacking both in tact and patience in dealing with the situation and this resulted in their being cordially disliked by the Russians. Still, we must give them credit for having supplied the major portion of the materials and energy required to keep Russia in the game up to this time.

June 22nd. Dined at the American Embassy to meet Nekrasov on the matter of the coal situation which we had unearthed on the Siberian Railway. He promised to take measures at once to remedy the deadlock at the Taiga mines. We had spent ten days at the rotten "Select-Hotel", and while I had spoken to Gov. Francis about the necessity of making a change in our headquarters, which were inconveniently located, filthy and disreputable, he had done nothing. I,