

U. S. Must Cut Use Of Wheat by One-Half

America Consumed 42,000,000 Bushels Monthly.
From Now Until Harvest Must Use
Only 21,000,000.

RATION PER PERSON IS 1 1/2 POUNDS
OF WHEAT PRODUCTS WEEKLY

Military Necessity Calls for Greater Sacrifice Here—Allied War
Bread Must Be Maintained—Our Soldiers and
Sailors to Have Full Allowance.

If we are to furnish the Allies with the necessary proportion of wheat to maintain their war bread from now until the next harvest, and this is a military necessity, we must reduce our monthly consumption to 21,000,000 bushels a month, as against our normal consumption of about 42,000,000 bushels, or 50 per cent. of our normal consumption. This is the situation as set forth by the U. S. Food Administration at Washington. Reserving a margin for distribution to the army and for special cases, leaves for general consumption approximately 1 1/2 pounds of wheat products weekly per person. The Food Administration's statement continues: Many of our consumers are dependent upon bakers' bread. Such bread must be durable and therefore, requires a larger proportion of wheat products than cereal breads baked in the household. Our army and navy require a full allowance. The well-to-do in our population can make greater sacrifices in the consumption of wheat products than can the poor. In addition, our population in the agricultural districts, where the other cereals are abundant, are more skilled in the preparation of breads from these other cereals than the crowded city and industrial populations.

With improved transportation conditions we now have available a surplus of potatoes. We also have in the spring months a surplus of milk, and we have ample corn and oats for human consumption. The drain on rye and barley, as substitutes, has already greatly exhausted the supply of these grains.

To effect the needed saving of wheat we are wholly dependent upon the voluntary assistance of the American people and we ask that the following rules shall be observed:

1. Household use not to exceed a total of 1 1/2 pounds per week of wheat products per person. This means not more than 1 1/2 pounds of Victory bread containing the required percentage of substitutes and one-half pound of cooking flour, macaroni, crackers, pastry, pies, cakes, wheat breakfast cereals, all combined.

2. Public eating places and clubs to observe two wheatless days per week, Monday and Wednesday, as at present. In addition thereto, not to serve to any one guest at any one meal an aggregate of breadstuffs, macaroni, crackers, pastry, pies, cakes, wheat breakfast cereals, containing a total of more than two ounces of wheat flour. No wheat products to be served unless specially ordered. Public eating establishments not to buy more than six pounds of wheat products for each daily meal served, thus conforming with the limitations requested of the householders.

3. Retailers to sell not more than one-eighth of a barrel of flour to any town customer at any one time and not more than one-quarter of a barrel to any country customer at any one time, and in no case to sell wheat products without the sale of an equal weight of other cereals.

4. We ask the bakers and grocers to reduce the volume of Victory bread sold, by delivery of the three-quarter pound loaf where one pound was sold before, and corresponding proportions in other weights. We also ask bakers not to increase the amount of their wheat flour purchases beyond 70 per

United States Senator



CHARLES L. McNARY

Because Charles L. McNary has made good as United States Senator from Oregon, he should be nominated as Senator in the Republican Primary on May 17.

Price Fixing to Prevent Profiteering

Realizing that the present Food Control Law fails to fix the prices on many necessities of life, Senator McNary has introduced and is working strongly for a bill extending price-fixing to a large number of commodities. Explaining its purpose, Senator McNary said:

"During the consideration of the Food Control Bill I took the position that the law, to be effective, should be comprehensive in its application to prevent profiteers from gaining control of those commodities not coming within its operation. This bill, if it passes, corrects some of the wrongs now practiced upon the producing and consuming public. This measure covers the President to fix the price of petroleum and its products, hides and skins and their products, such as shoes, hemp, jute, cotton and wool and their products, such as clothing, and also on wheat substitutes, corn, rye, barley, oats and the products or joint products (or products of two or more) of said materials, also on livestock and its products. Farm implements and machinery are also included. Unless a change of policy is made, it is inevitable that the price of wheat substitutes will advance until actual suffering will come upon many people."

NOMINATE—McNARY—SENATOR.
Paid Adv. Committee, Portland, Oregon

PENINSULA TITLE ABSTRACT & REALTY CO.
H. HENDERSON, Manager
402 N. Jersey Street
Abstracts of Title Prepared
Titles Examined
Phone Columbia 255

SOME REASONS WHY WHEAT MUST BE SAVED

"A Man Cannot Think, Work or Fight
When He Is Hungry"—We Must
Feed Our Soldiers.

"We have the preservation of the world on our hands. Every single living human being in this republic, from ocean to ocean, should make it his or her special purpose to save food."

These are the words of E. P. Cullen, personal representative of Herbert C. Hoover, in a recent address.

"Men will resist any power but the power of starvation," said Mr. Cullen. "Hunger in the final analysis, is the only force that can weaken a nation and demoralize an army. Food is strength, and without a perpetual supply of strength, the world can stand in danger of tottering, weakening and falling into utter chaos. A man cannot think, work or fight if he is hungry."

"The allies today are practically wholly dependent upon the United States for food. Upon this nation rests the responsibility of preserving the world from Prussianism. This is the task of the people of this nation—to produce and save food enough to keep a steady stream of essential supplies moving towards the front as long as it shall be necessary to wage this war. If at any time we fail in this, we must inevitably go down, with the allies, to defeat. This is no exaggeration, but a serious fact. It is the purpose of the United States Food Administration to bring the realization of this fact home to every American man, woman and child, and to enlist the individual aid of our hundred million people in producing and saving food. The Food Administration is not asking you to eat less; it only urges that you substitute one nutritious food for another equally nutritious food, thus saving the vital staples needed by our armies and the armies and peoples of the allies. We must, during the next three months, save wheat especially. Our surplus has already been shipped abroad, and a hundred million bushels more are needed. When you eat a slice of bread less, omit the crackers with your soup, or otherwise conserve on wheat products, you are contributing towards the hundred million bushels needed over there by our fighting men and the exhausted people of Belgium, France and England who have for more than three years been bearing the brunt of this war, which is our war. Keep this in mind, and bring it before the minds of your thoughtful friends and neighbors."

ALLIED FOOD SHIPMENTS REACH LARGE TOTAL.

A general idea of the quantity of food sent to European allies by the United States from July 1, 1914, to January 1, 1918, is given by figures just announced by the U. S. Food Administration. In that period the United States has furnished complete yearly rations for 57,100,000 people. In addition there was enough extra protein to supply this portion of the diet for 22,194,570 additional men. The total export of wheat and wheat flour to the three principal allies is equivalent to about 384,000,000 bushels. Pork exports for the 3 1/2 years amounted to almost 2,000,000,000 pounds. Exports of fresh beef totaled 448,484,400 pounds. The amount of food exported to Russia is negligible compared with that sent to the western allies.

* ONLY AMERICA CAN HELP. *
* "On your side are boundless *
* supplies of men, food, and mate- *
* rial; on this side a boundless de- *
* mand for their help. *
* "Our men are war-weary and *
* their nerves have been strained *
* by more than three years of *
* hard, relentless toil. *
* "Our position is critical, par- *
* ticularly until the next harvest, *
* but the United States can save *
* us. *
* "You Americans have the men, *
* the skill, and the material to *
* save the allied cause." *
* SIR JOSEPH MACLAY, *
* British Shipping Controller. *

Notice to Creditors

In the County Court of the State of Oregon for the County of Multnomah. In the Matter of the Estate of S. P. Moore, deceased.

Notice is hereby given that the undersigned by an order of the above named Court has been appointed as Administrator of the above named Estate, and has qualified as such.

Any persons having any claims against said Estate will present same with proper vouchers attached, to the undersigned at the office of his attorney, H. E. Collier, 914 Spalding building, Portland, Oregon, within six months from the date of the first publication of this notice.

Date of first publication April 19, 1918; last publication May 17, 1918.

H. E. COLLIER, Administrator.
Attorney for Administrator.
Pay your subscription.



Don't swelter in old heavy clothes during the summer days, when for so little money we can supply you with those dainty, light, thin things you need to keep you cool. Prepare right now for summer's heat, sure to come and stay. Our store is chock full of beautiful, filmy things to wear—everything from those silk hose you wish to a gay parasol.

FOR MEN

B. V. D. Underwear. Silk Hose. Silk Shirts.
Panama Hats. Silk Hats. Nifty Ties.
Latest Collars. Spring Suits.

E. L. ROSE, Manager Men's Department.

BONHAM & CURRIER

Let's Get at the Facts!

No. 1—Starting the Question

The most interesting and important subject in Portland right now, aside from the war, is:

WHAT WILL HAPPEN TO OUR CITY TRANSPORTATION SERVICE IF THE UNREGULATED JITNEYS SHOULD COME BACK?

Next to that in importance is the underlying question:

IF JITNEYS OPERATE, SHOULD THEY NOT BE REQUIRED TO FURNISH DEFINITE GUARANTEES OF SERVICE AND RESPONSIBILITY?

If they come back are you going to allow them to run wild?

Are you going to permit them to clutter into hopeless congestion and confusion the crowded downtown districts without compelling them to establish any reliable or dependable service of transportation in other parts of the city?

Many people are also asking the question: Why should there be such an agitation for the return of the jitneys just now?

You are also asking another important question which bears directly upon the local transportation situation and which explains why some of our opponents are so anxious to have the jitneys come back. That question is:

Why does Portland have a 6-cent fare when other cities of approximate size do not have a 6-cent fare?

This is perhaps the most perplexing question of all to the average citizen, although it should not

if you understand the conditions and circumstances which impelled the Public Service Commission to grant our company an increased fare.

At the same time a small group of opponents is using the 6-cent fare as an excuse for endeavoring to bring the wild-cat jitneys back into operation in Portland without regard to the effect upon the general transportation problem. They merely want to do something to injure our company, and the most ready weapon in their grasp seems to be the unregulated, irresponsible and go-as-you please jitney.

We feel that you are vitally interested in knowing all the facts that have led up to the present confused situation in the local transportation field.

And we hope we shall be able to dispel some of this confusion and convince you that a 6-cent fare was necessary to enable this company to continue furnishing service, and, furthermore, that the wild, unregulated jitney will afford no relief whatever, but will serve only to make it infinitely more difficult for our company to maintain the quantity and quality of streetcar service which careful students declare is the equal of any streetcar service in the United States, all things considered.

In this series of advertisements which begins today we shall discuss the 6-cent fare, the jitneys and various other problems that are inseparably involved in the present transportation situation.

We shall do our best to clear away some of the purpose created confusion with which our opponents are seeking to camouflage the entire subject.

And, in the name of fair play, we ask you to consider carefully the facts which we shall set forth.

PORTLAND RAILWAY, LIGHT & POWER CO.

(Paid Advertisement.)

Great Wheat Stocks Isolated.

It's the shortage in ships that is putting the Allies and the United States on wheat rations. Great stocks of wheat are isolated in India, and Australia. At great sacrifice in ship space and use the Allies are forced to secure some wheat from Argentina.

On January 1, Australia had stored 100,000,000 bushels of wheat that was ready for export—but there were no ships. Then came the new crop with an exportable surplus of 80,000,000 bushels. Now Australia has approximately 180,000,000 bushels waiting for ships.

India, at the same time, had 70,000,000 bushels of wheat stored for export. During April 50,000,000 bushels more out of the new crop will be added to the pile.

Argentina closed the last shipping season with 11,000,000 bushels of wheat left in the stock available for export. The new crop will add 135,000,000 to the left over.

It is not a problem that the wheat does not exist in the world—it is entirely a problem of shipping, which has thrown on America the obligation of dividing our stock with the Allies.

Get the Review Bring in Your Job Printing Now

To Keep Posted Read the Review

Plant an ad. in The Review and See Your Business Grow