

AMERICAN FOOD SAVINGS LARGE

United States Sent to Allies
141,000,000 Bushels
of Wheat.

CREDIT DUE TO WOMEN.

Allies Got 844,800,000 Pounds More
Meat and Fat in 1917-18
Than in Year Before.

***** AMERICAN FOOD SHIPMENTS TO ALLIES *****	
MEAT	
1916-17.....	2,169,500,000 lbs.
1917-18.....	3,011,100,000 lbs.
Increase. 844,000,000 lbs.	
***** CEREALS	
1916-17.....	239,000,000 bu.
1917-18.....	340,500,000 bu.
Increase... 80,000,000 bu.	

In spite of a subnormal food supply in this country the American people have been able to ship to the Allies as well as our own forces overseas 141,000,000 bushels of wheat, besides 844,000,000 pounds of meat, during the year ending June 30 last. This has been made possible by the wholehearted co-operation of the people, who, besides practicing self-denial, have speeded up production and responded nobly to the appeal from abroad.

Food Administrator Hoover, in a letter to President Wilson, gives a brief summary of the results of food conservation in the United States and of the activities of the Food Administration to this end. The conservation measures have been put through practically on a voluntary basis which is regarded as a splendid tribute to the patriotism of the American people. Meat shipments were increased 844,000,000 pounds during the first fiscal year, as compared with our meat exports during the year before America entered the war.

"The total value of these food shipments," Mr. Hoover wrote President Wilson, "which were in the main purchased through or with collaboration of the Food Administration, amount to, roughly, \$1,400,000,000 during the fiscal year."

In 1916-17 the United States sent the Allies 2,169,500,000 pounds of meat. In 1917-18, with voluntary conservation practiced in America, and aided by extra weight of animals, we sent the Allies 3,011,100,000 pounds of meat, an increase of 844,000,000 pounds.

Wheat Saving Enormous.
When the Food Administration began operations in the summer of 1917, this country was facing a large deficit in wheat. Counting in all carry-over wheat from the 1916 crop, we had at the beginning of the 1917 harvest year just enough wheat to take care of America's normal consumption, not a bushel of surplus.

At the close of the 1917-18 harvest year the Food Administration's official reports showed that our total wheat shipments to the other side had been 141,000,000 bushels. Every bushel shipped was wheat saved by the American people from their normal consumption.

In cereals and

duced to terms of cereal bushels our shipments to Allied destinations were 340,800,000 bushels, 80,900,000 bushels more than the amount sent in 1916-17. Included in these figures are 13,900,000 bushels of rye and the 141,000,000 bushels of saved wheat. In addition we sent the neutrals dependent on us 10,000,000 bushels of prime breadstuffs.

"These figures do not fully convey the volume of the effort and sacrifice made during the past year by the whole American people," the Food Administrator wrote. "I am sure that all the millions of our people, agricultural as well as urban, who have contributed to these results should feel a very definite satisfaction that in a year of universal food shortages in the Northern Hemisphere, all of those people joined together against Germany came through to the new harvest, not only with health and strength fully maintained, but with only temporary periods of hardship."

"It is difficult to distinguish between various sections of our people—the homes, public eating places, food trade, urban or agricultural populations—in assessing credit for these results, but no one will deny the dominant part of the American women."

SUGAR SHORTAGE HITS SPAIN AND PORTUGAL

In Spain and Portugal sugar prices are soaring. Both countries have been seriously affected by the short beet sugar crop in Europe and the lack of ocean tonnage to move stocks of cane sugar isolated in far away ports.

Granulated sugar, home grown, was being sold in Barcelona, Spain, during the early summer at 19 cents a pound. The price of brown sugar in Lisbon, Portugal, fixed by governmental order, was \$1.04 to \$1.12 a pound.

By comparison the price of beet sugar in Sweden is 14 cents a pound.

HONOR ROLL IS GROWING LONG

Many Parents Respond to Request to Send in Names of Men Lost in Service

In response to The Statesman's published appeal to parents of soldiers and sailors who lost their lives in the service to notify the paper of such casualties the honor roll is gradually growing. An accurate list of these names and information concerning them will be invaluable and information concerning gold service stars in both Marine and Polk counties should be sent in as soon as possible.

The following are the names of those from Polk and Marion counties who have made the supreme sacrifice. It includes killed in action, as well as those died of wounds, accident or disease while in the service.

Army—Ivan G. Bellinger, William M. Catton, Edward Gittens, Wayne C. Jackson, Benjamin McClelland, Alfred Derzaleau, Ray Mark, Paul Rich, Leslie Toole, Chester M. Wilcox, Curtis W. Wilson, Chester A. Simmon, Aubrey Jones, Ernest Eckert, Smith Ballard, Wilhelm E. Ahlgren, Milton A. Kooreman, Thomas D. Cooper, Milton Foreman, Benjamin F. Hill, John C. Braden, Stanley F. Thompson, Monte Christopher, Orley B. Chase, James Gardner, Charles M. Woelke, Elton C. Blake, Otis Hayes, Newman D. Dennis, Roy Johnson, C. L. Ballard.

Marines—Charles Auer, Emory Bartlett.

Navy—Kenneth C. Crossan, Joseph Martin, Clarence S. Minkler.

Nurses—Ora E. Cavitt, Marie Blodgett.

Read the Classified Ads.

EARNINGS MUCH LESS ON ROADS UNDER CONTROL

Figures Given on Basis of Definite Reports to Commerce Commission

DECEMBER FELL OFF

Increase in Passenger and Freight Rates on Railways Fail to Aid

WASHINGTON, Jan. 23.—Railroads in 1918 under government control and unusual war conditions earned about \$718,000,000 or \$250,000,000 less than in 1917, \$370,000,000 less than in the record year of 1916, and about the same as in 1915.

This became apparent today on the basis of definite reports to the Interstate Commerce commission of earnings of 195 principal railroads, those having annual operating revenues of more than \$1,000,000 for 11 months and unofficial calculations of December earnings, which railroad administration reports indicate will be considerably smaller than those of production months. Although subject to slight revision, the figures afforded the first public view of the results of railway operations last year, so far as earnings are concerned.

Returns from the freight, passenger, express and other transportation during the year amounted to approximately \$4,873,000,000 or \$832,000,000 more than in the previous year. Operating expenses jumped to about \$3,971,000,000 or about \$1,119,000,000 more than in the preceding year.

Preliminary reports to the railroad administration indicate that traffic fell off in December, with the virtual stopping of war traffic, while expenses could not be reduced materially.

This condition sent the net earnings, or railway operating income, which has been declining steadily since the second record month of last July to probably \$25,000,000 or \$30,000,000. This may be compared to income of \$59,204,000 in December of 1917, when the blizzards and the curtailment of traffic sent earnings to what was then considered a very low record.

The outstanding features of the railway earnings last year were that freight and passenger rates were increased to yield about \$300,000,000 annually, or \$450,000,000 in the six months during which they were effective while wage advances added \$636,000,000 to operating expenses.

These are the latest estimates of railroad administration accounts, but are not considered final. Wages practically may prove to amount to more than is now believed.

The railroad administration accounts now report that in 1918 the \$1,710,000,000 pay roll of the year provided was increased 37 per cent and that consequently \$2,346,000,000 was paid out last year to the 2,000,000 railway employees. Many wage increases were effective for only the latter part of the year. The wage level at the end of 1918 was a little more than 45 per cent higher than at the beginning of the year when the government assumed control. Indications point to a reduction of traffic this year and consequently to reduced earnings, according to the railroad administration.

Director General Hines has stated that no consideration was being given to any rate increase, but he believes no general reductions can be made this year.

"THE STAR-SPANGLED BANNER."

The Ladies' Home Journal tells us what we should do when it is played in public:

There are many evidences of confusion among the civilian public as to just what is the proper procedure in manifesting loyalty and respect to our flag and our country by paying honor to "The Star-Spangled Banner." It is believed that the following statements will prove helpful in clearing away the perplexity in which many people find themselves as to this matter.

The adjutant general of the United States army says: "No anthem, hymn or musical air has been recognized by any federal law as the national anthem, hymn or air, but army and navy regulations provide that the musical composition familiarly known as 'The Star-Spangled Banner' shall be designated as the national air of the United States of America. It should be stated, however, that these regulations are binding only upon the personnel of the military and naval service."

The war department, therefore, cannot require of persons not in the military service any manifestation of respect for its selection of a national air. It recognizes, however, the fact that the public, by common consent, has accepted "The Star-Spangled Banner" as the national air and desires to manifest toward it the respect it feels. Accordingly, in its "Home Reading Course for Citizen Soldiers," the war department publishes the following:

"Every citizen of the United States, whether civilian or soldier, should give expression of his loyalty and devotion to his country by showing proper marks of respect for the colors and for the national anthem."

"When in civilian clothes, wearing a hat or a cap, the correct thing to do is to remove it and hold it in the right hand opposite the left shoulder during the playing of the national anthem. If uncovered, stand at attention."

For civilians to stand at "attention" has been defined as "standing erect, eyes front and arms at the sides."

For the particular guidance of women the Woman's Committee of the Council of National Defense has, with the approval of the council, adopted the following resolution:

"The Woman's Committee of the Council of National Defense recommends that as an expression of loyalty and respect to the colors and the national anthem, the women of the United States shall stand at attention when the flag is passing or the national anthem is rendered."

IT PAYS TO READ ADVERTISEMENTS

You've often heard the saying "It pays to advertise." That is true. And it also pays to read advertisements—pays YOU. If you read advertisements consistently for any length of time you will agree that this statement is also true.

IT PAYS YOU IN MONEY SAVED. There are many real bargains offered from time to time in the advertisements appearing in this paper. Watch for them.

IT PAYS YOU IN SATISFACTION. When a merchant asks you to come to his store he obligates himself to sell you quality goods "as advertised." You have a right to expect satisfaction from what you buy and you get it.

IT PAYS YOU IN TIME SAVED. When you know exactly what you want to buy and where you want to buy it, you don't have to "look around" and waste time finding it.

Don't you want to save money and time? Wouldn't you like to be sure of getting satisfactory service and quality goods every time you go to a store? Then read the advertisements and patronize the store which can serve you best.

Machinery of Spruce Division to Be Sold

That widespread interest attaches to the sale of \$10,000,000 worth of property owned by the United States Spruce Production corporation and now stored at Vancouver, Wash., is attested by the many bids being received at the headquarters of the sales board in the Yeon building at Portland, Oregon.

The board will receive bids up to and including February 15, at which time the members will give due consideration to each.

Assembling of the many component parts of the great military machine is rapidly nearing completion and the big spruce-cut-up plant at Vancouver has become a great storehouse, every available foot of space being taken with smaller articles embraced in the array, while in the adjoining yards, the larger equipment is to be found.

Included in the yardage equipment are 1,700 rows of locomotives, truck and flat cars for logging operations; donkey engines, traveling cranes, automobile trucks and what looks like an unlimited supply of lumber.

All of this material is being closely guarded by soldiers of the spruce production corporation, armed and to permit no one within the mill or yards without proper certification from the sales board. Many representatives of the trade are calling in good condition, much of it never having been used.

New Senate Bills Introduced Yesterday

"S. B. 61, by Judiciary committee—Withdrawing state aid for industrial accident fund."

"S. B. 62, by Thomas and Laehmund—Prohibiting awarding of public contracts which provides for use of material on which royalties may be exacted."

"S. B. 63, by Patterson—Removing tax exemptions allowed certain counties on high school funds."

"S. B. 64, by roads and highways committee—Regulating condemnation proceedings by state highway commission and commissioners for acquisition of property for road purposes."

"S. B. 65, by Norblad—Allowing cities and towns to improve roads and streets at partial expense of general fund."

"S. B. 66, by Dimick—Providing for payment of patents used in highway work."

"S. B. 67, by Dimick—Providing for completion upon patented pavements."

"S. B. 68, by Dimick—Providing for uniform prices for patented articles used upon public work, and regulating receiving of bids for such work."

"S. B. 69, by Hurley—Exempting property owned by irrigation and drainage districts from taxation."

"S. B. 70, by Bell—Providing for reasonable attorney fees to be fixed by court in partition suits."

Read the Classified Ads.

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40 People Are Employed

Salem's bakeries employ forty people, thus directly furnishing a means of livelihood for forty families. The handling of their products by Salem grocers affords employment for others.

To make Salem prosperous—to make the city grow—local industries must be supported. Salem people should buy Salem products—by so doing they keep their money at home, thus stimulating business in every line of trade.

Salem bread is good bread. It is fresh bread, delivered a few hours after being baked. It is made by bakers who have a business reputation to sustain in this community.

BUY SALEM BREAD

This space contributed by

Cherry City Baking Co.
Peerless Bakery

IF YOU KNEW

of someone who wanted to rent your room, house, store room or garage,

How Long

would it take you to close the deal?

A CLASSIFIED AD

in The Statesman will find that person for you

1 day, 1c a word; 3 days, 2c a word; 1 week, 3c a word; 1 month, 9c a word

Peace gardens for the coming growing season are proposed. Somebody is always taking the joy out of life.