

Imperial Daughters of the Empire, Housewives' League, Local Council of Women, Women's Club of Montreal and the Canadian Women's Club, united to form one organization under the direction of Mrs. Huntley Drummond and Mrs. V. V. Henderson. One thousand signed cards were returned the first day. While the first part of the campaign was concentrated upon the English-speaking wards of Montreal, French cards were also taken to be used in French households. St. John's Ambulance Brigade, an organization of women in khaki uniform, took active part in the work of distributing cards and other executive details and the Soldiers' Wives League of Montreal and the Westmount organization of the same name, also joined in the work. The newspapers gave prominence to the campaign and a demonstration of food substitutes took place during the campaign period in the St. Catharine Street window of the Montreal Heat, Light and Power Co., under the direction of the Housewives' League demonstrators.

Food Economy Demonstrations.

Food Economy Demonstrations were also made at the Ecole Menagère, a big French institution for the teaching of domestic science, and Macdonald College at St. Anne offered Food Control workers a five-day course on domestic economy.

The Pledge Card canvass will be followed up by the ladies of the organization for Food Conservation, by ward-to-ward demonstrations in cooking war meals and substitute dishes.

MANY LICENSES ISSUED.

More than Twelve Hundred Applications have been approved.

The Bureau of Licenses of the Food Controller's Office up to the end of this week had issued forty-five licenses for breakfast food, 450 licenses to fruit and vegetable dealers and 750 licenses to wholesale fish dealers. The license fees will pay a part of the cost of administration. Applications for licenses have been received from near sixty per cent of wholesale dealers in fruit and vegetables.

The license system is being generally approved by the trade as well as by the public because the dealers realize that it will afford them protection against the speculator and against improper trade practices.

SELLING HAM SANDWICHES.

Montreal Restaurants Must Discontinue Practice on Tuesdays and Fridays.

Mr. F. W. Mossop, who has been spending some time visiting hotels and other public eating places in Montreal in connection with the enforcement of the Food Controller's regulations, has made another report on his work. He says that when he first went to Montreal he found that a considerable number of establishments were not observing the regulations. At the present time, however, the law is being observed fairly well. He was responsible for stopping the sale of ham sandwiches on Tuesdays and Fridays. Before his visit these had been sold in almost every bar-room and restaurant in the city.

Mr. Mossop says that his experience in both Toronto and Montreal shows that the people who patronize restaurants do not encourage the observance of the food regulations to the extent that they should. He also points out the very great advantage that would result from the general adoption of such a plan as that adopted in Ottawa where definite hours were fixed for the serving of beef and bacon so that all of the public eating places would be subject to the same restrictions and uniformity in hours will be observed within the same municipality. Toronto has some such plan under consideration.

Mr. Mossop impressed upon the Montreal restaurant proprietors the importance of serving substitutes for white bread at all meals as required by the Order in Council.

CAR SHORTAGE RESPONSIBLE.

It is Hindering the Distribution of Feedingstuffs.

The car shortage is hampering to a very considerable extent the distribution of feedingstuffs. The situation in the Maritime Provinces is very acute. Some fifty or sixty new cars belonging to the Canadian Government Railways which were at Hamilton to be delivered to the Maritime Provinces were recently loaded with flour and feed instead of being sent down empty. This provided some relief at a time when some of the mills were already partially closed down because of inability to secure cars to transport the mill offals. A number of Ontario farmers are still without bran which was ordered some time ago, but the millers are powerless to do anything for them until cars can be secured.