

FOOD LINE WAS SAVED.

Many Anxious Days when Efficient Feeding of the Allies Seemed Uncertain.

"How the Food Line was Saved" is the title of an article in the London Times from a well informed correspondent, who tells of the many anxious days early this year, when food shipments from North America were not moving satisfactorily and German submarines were taking a heavy toll.

The correspondent says:—

"The accumulated wheat crops of Australia and the New Zealand meat and butter supplies were, for all practical purposes, so far as we were concerned, non-existent. Shipping economy then demanded that our diminished mercantile marine should be, as far as possible, used and re-used on the shortest journey to our nearest available markets, which were, and still are, North and South America."

After a reference to the prohibition of export of wheat from the United States, congestion at the Atlantic ports, owing to the lack of bunker coal and railway congestion, he adds:—

"In January and February whole convoys of precious British ships waited idle for weeks in American ports for trainloads of provisions that were snowed up hundreds of miles inland. As a consequence, exports of American breadstuffs, which, by international agreement with the Allies, should have amounted to 1,100,000 tons for the month of January, only reached a total of 680,000 tons. The imports of bacon for January had been relied upon to reach nearly 60,000 tons. Only 11,000 tons arrived. Meat imports were proportionally short. Reports received by the Ministry of Food showed that, owing to the breakdown of imports, the country was consuming nearly 450,000 tons of food a month more than the margin of safety permitted.

"The War Cabinet anxiously discussed the advisability of compulsory rationing of bread, and immediately authorized Lord Rhondda to ration meat, poultry, bacon and butter. In spite of this, for several weeks it was an open question whether there would be enough meat and bacon to give every one his limited per capita allowance. The Wheat Commission ordered compulsory milling up to the extreme limit, and took every possible measure to eke out our daily dwindling cereal supply."

NO FOOD TO WASTE.

(From the New York Sun.)

Some danger has existed that the relaxation of restriction in the use of certain foodstuffs might lead to an erroneous belief to the effect that economies were no longer necessary, and that we might step back into old wasteful habits prevalent before we were called on to regard bread as the staff of life and not as raw material for the relief of nervous fingers.

The facts are that there is not an ounce of food too much in the world, and that every man, woman and child is under the sternest necessity of saving whatever he can of meat and grain and vegetables. We have not a single grain of cereal or a slice of ham we can afford to waste. All that we have is needed to keep the world in shape to beat the Germans, and to destroy any of it is to contribute directly and powerfully to the strength of our enemies.

From time to time the accumulation of stores of one food or another will indicate adjustment of the regulations, in the interests of economy, the conservation of storage space, or to release other foods for export. These situations are to be met as they arise, but in no case is permission to increase the ration of any particular food to be construed as notice to the public that extravagance with all foods is again endurable.

CONDITIONS IN FINLAND.

A gloomy description of conditions prevailing in Finland is published by the Finnish Government. More than one-half of the persons are existing on rations. In some districts the staple food is bread made of cellulose flour, or bark.

FOOD SITUATION IN RUSSIA.

The food situation in Russia is extremely bad, and there is actual starvation in many sections. No bread has been obtainable in Baku for three months. There is also a great shortage of food in the Crimea.

COMMON CAUSE; COMMON TABLE.

Right Hon. David Lloyd George, speaking at a dinner in honour of the Allied Food Controllers said that economy in the use of food and other necessities was still urgent. "There is a common cause, a common table, a common larder and a common coal car. We are making shipping common as far as possible."