

## REPUBLICANS BUILDING UP A PLATFORM

Committee Busy Preparing Plans for the Political Structure.

New York, June 3.—Greater cooperation between local and national authorities in the enactment of legislation affecting education, public health and public roads and highways is urged in a report made public today by a sub-committee of the Republican National Committee, of which Everett C. Cully of New Jersey is chairman. It is stated that the report will be submitted to the platform committee of the Republican National Convention at Chicago.

The chief cause of inadequate public school facilities in many states and localities, the report states, is the financial limitations of small school districts having but little taxable value, causing underpayment of teachers who are struggling to maintain high standards of education. The report also points out that the inadequacy of the schools, particularly in the lower grades and the shortage of trained teachers.

Creation of an executive department with a secretary of education as a member of the President's cabinet, is recommended, together with the appropriation by Congress of \$100,000,000 to be apportioned among the states to combat illiteracy, and an organization of foreign born and increase teachers' salaries.

Financial assistance to states for the purpose of building roads under state authority, conditional upon the state appropriating an equal amount for road construction and a system of national automobile highways, are advocated.

The programme outlines means for accomplishing a better coordinated public health service through the co-operation of civil agencies with the Medical departments of the Army and Navy. A lack of physical training in the youth of this country, revealed by the selective draft, would be remedied by an extensive programme of physical culture in the public schools, with emphasis upon the training of girls to fit them physically for motherhood, says the sub-committee.

The lack of wisdom of enacting further legislation intended to curb peace-time sedition is pointed out in the report of another sub-committee, of which Albert J. Beveridge of Indiana is chairman.

The present criminal code is inadequate to punish all reasonable acts in times of peace, it is held. This opinion is predicted in the report on the common law and general policy in criminal legislation which makes acts themselves directly injurious to the state the test of criminality. It points out the unwisdom of any attempt to make criminal mere opinions or associations with others, or membership in organizations, or membership in criminal and which do not involve the commission or solicitation to commit criminal acts.

Legislation to make possible the intervention of the Federal Court in cases of deportation of undesirable aliens is urged by the same sub-committee. This function of government is now vested in the Departments of Labor and Justice. Under legislation suggested by the Republican sub-committee the courts would be given authority to review decisions of officials now charged with the application of our immigration laws.

## POP CORN CONFECTIONS THAT NEVER GO BEGGING

Battered and salted pop corn is delicious in itself, but for a change try one of the following recipes for pop corn confections. The home economics committee of the United States Department of Agriculture stands sponsor for them. Try them for a winter evening.

**Chocolate Pop Corn:** Two teaspoons white sugar, one-half cup corn syrup, two ounces of chocolate, one cup water.

One and one-half cups corn syrup, one teaspoon vinegar, one-half teaspoon of salt, two ounces of chocolate.

Put the ingredients into a kettle and cook them until the syrup hardens when dropped into cold water. Pour over four quarts of crisp, freshly popped corn and stir well to insure uniform coating of the kernels.

**Sugared Pop Corn:** Make a syrup by boiling together two cups of granulated sugar and one teaspoon of water or two cups of corn syrup and one tablespoon of vinegar. Do not until the syrup strings from the spoon or hardens when dropped into cold water. Pour over six quarts of freshly popped corn and stir well.

**Pop Corn Balls:** One pint of molasses or maple syrup, one cup of sugar or two cups of corn syrup, two tablespoons butter, one teaspoon vinegar.

Cook till the syrup hardens when dropped into cold water. Remove to back of stove and add one-half teaspoon of soda dissolved in one tablespoon of hot water, and then pour the hot syrup over four quarts of freshly popped corn, stirring till each kernel is well coated.

Darker balls may be made by using New Orleans molasses and lighter colored ones by the use of maple syrup. Any good syrup or molasses can be used.

**DODD'S KIDNEY PILLS**

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

THE KIDNEY PILLS

## AROSTOOK SPUD CROP IN GROUND

Three Weeks of Ideal Weather for Potato Planting, and Prospects Bright.

(Houlton Times, June 2.)

The weather for the past three weeks has been ideal for planting and the Arostook farmer has taken advantage of every day.

While it is uncertain just what the acreage of potatoes will be from the amount of fertilizer that has been used it is estimated that the acreage will be about 25 per cent short of last year and while in a way this may have some bearing on the crop at the end of the season, the weather condition during the growing season has more to do with it than during a poor season the yield per acre may very materially change what the final crop will be. It conditions continue the way it now looks that is a dry season during the summer a better crop is promised than if the weather continues wet and rainy, and yet a certain amount of moisture is necessary for an ideal crop. The bugs and other things have a great deal to do with the yield so that raising potatoes is not all sunshine, and there are chances to be taken the same as in any other crop, which is dependent upon just the right kind of a season for producing the largest yield.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

There is no doubt but that the acreage would have been much larger had there been more available fertilizer, but the exchange on freight and the shortage of cars at just the time when cars were needed and the time when it was necessary to get chemicals for the manufacture of fertilizer.

## LAYS HIGH PRICE OF SUGAR TO PRESIDENT

Cablegram from Hoover to Barnes for Transmittal to Wilson Made Public.

Washington, June 3.—Copy of a cablegram sent from Paris July 23, 1919, by Herbert Hoover to J. H. Barnes, president of the U. S. Grain Corporation for transmittal to President Wilson declaring that "determination of the sugar policies requires immediate action" was made public in the House Tuesday by Rep. William R. Massena.

The cablegram was read by Mr. Massena in the course of a speech in which he charged that responsibility for the high price of sugar "was placed squarely on the shoulders of President Wilson."

The Massachusetts representative declared that the President could relieve the situation even now by following Mr. Hoover's advice and rejecting the tariff on sugar.

Mr. Hoover said in his message to Mr. Barnes, as read by Mr. Massena, that it was necessary to take immediate action to secure control in this country in order to anticipate the marketing of a new beet harvest and to settle the policy with Cuba for the next year.

"Any continuation of control will require action by Congress," Mr. Hoover said, "and it must embrace appropriations, the coordination of power and embargo control or speculation, profiteering and distribution."

With his statement the coordination of the sugar board to announce its cessation of control at an early date prior to the marketing season of domestic beet and cane sugar and to dispose of the remaining stocks from the old crop purchased by them at the market price from day to day until they are exhausted.

Hoover reviewed the world situation affecting the sugar supply. With his statement that conditions required immediate consideration Mr. Hoover called attention to his lack of intimate knowledge of affairs at home after an eight months absence.

The only alternative course to that of Mr. Barnes' request for members of the sugar board to be present to present their recommendations in the matter independent of myself.

In the event they should decide to propose to Congress that control be continued, Mr. Hoover urged that a chairman be named in his place.

Mr. Massena said that the resolution for the sugar investigation declared that Mr. Hoover's warning was reinforced by a request from the sugar board for immediate approval and purchase of the Cuban crop and that both warnings were unheeded by the White House.

**METHODISTS OF SACKVILLE DISTRICT IN CONFERENCE**

Financial Situation Most Encouraging—Urge Enthusiasm and Support for Prohibition.

Special to The Standard.

Moncton, N. B., June 3.—At the Sackville Methodist District Meeting, which was held yesterday in the Sunnyside Church, the following lay delegates were appointed to attend the General Conference: J. A. Warren, J. W. McKinnon, Alex. Curran, Wm. Penne, Moncton; R. C. Tait, H. B. Steeves, Shediac; Frank Smith, Annapolis; Dr. W. P. Kirby, Hillsboro; Wm. W. Worthy, Bayfield; Harvey Gaskin, Salisbury; H. H. Stuart, Sunnyside; Andrew Alcorn, Alma; Charles H. Jackson, S. Busby, Oulton, Bas Sackville; A. J. Collette, W. A. Truman, Point de Bute; J. R. Taylor, Dorchester.

It was decided at the meeting this morning to place Salisbury, Sunnyside, Point de Bute and Bayfield in the list of divisions.

Mr. H. B. Barneclough, reporting on the state of the work in the district, said the financial side of the great national campaign was a wonderful thing, and that the spiritual side had not satisfied their hopes and expectations.

A resolution moved by Rev. George Collier and seconded by Rev. James Crisp, urged upon members of the Sackville Methodist Churches in the Sackville district the necessity of doing all possible to carry the prohibition referendum by a decisive majority.

Rev. H. B. Young, Sunnyside, was elected to represent the district on the conference stationing committee. It was decided to hold the next district meeting in Moncton. The statistical committee reported resident members 2399, non-resident 215, on probation 19; total, 2764; increase 127. The total amount raised by the church in the district was \$68,369.80. The total raised for ministerial support for the fifteen circuits was \$18,271.78, raised in the national campaign \$16,021.68, general mission campaign \$4,794.22. The total membership of the Sunday Schools is 3527, an increase of 629. The schools raised for all purposes \$42,720.06, an increase of \$431.81. Adjourned.

Pauline Frederick, one of the foremost stars of the stage and screen, has been signed by the firm of Robertson-Cole to produce four super-special attractions a year. Before Barriana and Sessue Hayakawa, the noted Japanese star, will also produce a similar number of pictures for the same firm, while Dustin Farnum, "Ma Ma of the Screen," is another valuable acquisition by Robertson-Cole.

Lew Cody, he of "Beloved Cheesecake" and "Butterfly Pan" fame, will continue to be the leading male star of this progressive motion picture firm.

**Food for Thought.**

"I like him—he's so optimistic."

"No."

"Yeah. Every time he sees a meal served in the mess, he picks his head and tips the other a grin."

Pitt.

Pitt.

Pitt.

Pitt.

Pitt.

## CHILEANS PURCHASE BRITISH DESTROYER

Secure the "Broke" Which Made a Record for Activity in Recent War.

London, June 3.—It is announced that the Chilean Government has purchased the British torpedo boat destroyer Broke.

The destroyer Broke and the destroyer Swift made themselves famous in 1917 when they defeated six German torpedo boat destroyers in a battle in the English Channel off Dover. The Broke torpedoed two of the enemy's vessels and another disabled in the combat the Broke steered toward a disabled German, the crew of which was appealing for help.

Although disabled in the combat the Broke, which first used its guns against the destroyer and then torpedoed it amidsthip. Both the Broke and the Swift were badly damaged in the fight but returned to port.

**MARRIED.**

**CARDWELL-NAGLE.**—On the evening of June 2nd, at St. James' church, Broad street, Charles Willard Cardwell and Miss Eva Gertrude Nagle, daughter of Mr. and Mrs. William J. Nagle, 161 Camperdown street, were united in marriage by the Rev. H. A. Cady.

**LYNCH-SMITH.**—In St. Paul's Valley Church, St. John, on June 2nd, 1920, by Rev. F. J. Leroy, Hector of St. George, Kenneth S. Lynch of Moncton to (Mrs.) Hazel I. Smith of Sussex.

**DIED.**

**DINNEEN.**—In this city on the 3rd inst., Cornelius Dinneen.

Funeral from the residence of Mr. Thomas O'Grady, 17 Horfield St., Saturday morning at 8.30 to Cathedral street for High Mass of Requiem. Friends invited to attend.

**HORNCASTLE.**—On June 3rd, at her residence, 36 Sydney street, after a short illness, Catherine Rosa, widow of the late Joseph Horncastle, leaving three daughters to mourn.

Funeral from her late residence, Saturday at 2.30.

**McMURRAY.**—At his parents' residence, Main street, Fairville, on June 3, 1920, James Clement, son of Patrick and Mary McMurray, leaving his parents, three brothers and five sisters to mourn.

Notice of funeral later.

**COYLE.**—At his residence, 34 Water street, West End, on June 3, 1920, William J. Coyle, leaving his wife, Verla, his daughters and one sister to mourn.

Funeral on Saturday morning at 8.30 o'clock to the Church of the Holy Trinity, Main street, for High Mass. Friends invited. (Montreal papers please copy.)

**Signs of Statelessness.**

The Russian Soviet Government has a deficit of some billions of rubles. These debts are rapidly becoming real state debts.

**Overworked.**

Hamilton doctors have raised their fees. Large increase in the already great number of folks who are sick of living there may be one reason.

**Dick-Like.**

A number of Scotch youths have been brought out to serve in a Canadian bank. They take to the tiller like ducks to water.

**Who Are Missing.**

Fifty Canadians went to Plattburgh, N. Y., to confer with De Valera. No, see if you can find Mr. Lindsay Crawford.

**Children Cry for Fletcher's**

**CASTORIA**

Fletcher's Castoria is strictly a remedy for Infants and Children. Foods specially prepared for babies. A baby's medicine is even more essential for Baby. Remedies primarily prepared for grown-ups are not interchangeable. It was the need of a remedy for the common ailments of Infants and Children that brought Castoria before the public after years of research, and no claim has been made for it: its use for over 30 years has not proven.

**What is CASTORIA?**

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its age is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Comfort—The Mother's Friend.

**GENUINE CASTORIA ALWAYS**

Bears the Signature of

Charles H. Fletcher

In Use For Over 30 Years

THE CENTAUR COMPANY, NEW YORK CITY

THE CENTAUR COMPANY, NEW YORK CITY

THE CENTAUR COMPANY, NEW YORK CITY

THE CENTAUR COMPANY, NEW YORK CITY

THE CENTAUR COMPANY, NEW YORK CITY

THE CENTAUR COMPANY, NEW YORK CITY

## NEW ENGLAND'S COAL PLIGHT

Facing Outlook So Discouraging That Mass. Governor Urges Appointment of Fuel Controller.

(Boston News Bureau.)

New England at the beginning of summer faces a coal outlook so discouraging that Gov. Coolidge urges appointment of a fuel administrator in Massachusetts.

Apparently Mr. Governor returns from abroad just in time to resume his wartime post of that nature. He comes back with gloomy opinions on the coal prospect.

This situation is in spite of the result of underproduction, it being possible for the bituminous mine operators to expand their production from the 550,000,000 to 600,000,000 tons yearly by their new output to a billion tons, if necessary. This, however, presupposes adequate transportation facilities, so that the coal can be loaded as fast as it is mined, for none of the coal mines in the New England has storage facilities at the mine.

The primary stricture, therefore, which is cutting off the coal supply, and thus forcing up the price, is the tie-up of the roads which serve the bituminous regions. In addition, the railroads which serve New England have brought in practically no bituminous coal for months. They have been too busy handling considerable bituminous, but practically all of it has been for their own use.

Coal dealers declare that they have had hundreds of cars shipped to them, which have been confiscated by the railroads for their own use, almost without exception. It takes more than six months, in some cases, to determine who has seized a car of coal. Sometimes a road will commandeer the coal for the account of another, necessitating long delays to find the final recipient. It is sometimes a matter of months to find who will pay and what the price will be. As a consequence, local coal dealers declare that their books are in an absolute tangle.

Being thus deprived of its possible coal supplies by rail from the Pennsylvania district, there remain only the supplies from Hampton Roads by water freight. Hampton Roads, it is pointed out, was originally nothing but a shipping point for New England coal by water. There was practically no coal sent abroad from there, although something like 4,000,000 or 5,000,000 tons was sent in one of the years. With the suspension of English and Continental mail production in quantity, however, foreign buyers have invaded the American market.

The result of this bidding is that it is now impossible to buy bituminous coal at Hampton Roads for \$15.00 or \$16.00. It is going overseas at the rate of 1,250,000 to 1,500,000 tons a month, and coal men say we are heading for \$20 or \$25 a ton bituminous coal unless the export is restricted.

In addition to that, congestion at Hampton Roads is so bad and the railroad there so severe that coal coming from there carries a demurrage charge of \$3 or \$4 and sometimes \$5 and \$6 a ton, due to the strike of the stevedores. This is in addition to a water freight of \$2.76 per ton (it was in the neighborhood of 50 cents a ton a few years ago) and a tax of 3 per cent on the demurrage.

The rise in local bituminous prices to \$18.25 per ton is not the measure of the increased cost of coal, but it has to face, but is in the nature of an insurance against part of its loss. It is described in the trade as a temporary measure, to be kept only until something is done to relieve the present critical conditions with regard to coal and the rail tie-up on the coal lines.

**PERSONALS**

Richard O'Leary, of Richibucto, in the city.

Miss Vera King, of Chipman, in the city.

Peter J. Hughes, K. C., of Fredericton, was in the city yesterday.

Richard O'Leary, of Richibucto, in the city.

Miss Vera King, of Chipman, in the city.

Peter J. Hughes, K. C., of Fredericton, was in the city yesterday.

Richard O'Leary, of Richibucto, in the city.

Miss Vera King, of Chipman, in the city.

Peter J. Hughes, K. C., of Fredericton, was in the city yesterday.

Richard O'Leary, of Richibucto, in the city.

Miss Vera King, of Chipman, in the city.

Peter J. Hughes, K. C., of Fredericton, was in the city yesterday.

Richard O'Leary, of Richibucto, in the city.

Miss Vera King, of Chipman, in the city.

Peter J. Hughes, K. C., of Fredericton, was in the city yesterday.

Richard O'Leary, of Richibucto, in the city.

Miss Vera King, of Chipman, in the city.