

## TORTURED BY TERRIBLE ECZEMA

Suffered Three Years Until She Tried "FRUIT-A-TIVES"



DAME PETER LAMARRE

Pointe St. Pierre, P. Q.  
"I think it my duty to tell you how much your medicine has done for me. I suffered for three years with terrible Eczema. I consulted several doctors and they did not do me any good. Then, I used one box of 'Sootha-Salva' and two boxes of 'Fruit-a-tives' and my hands are now clear. The pain is gone and there has been no return. I think it is a marvelous cure because no other medicine did me any good and I tried all the remedies I ever heard of, without benefit until I used 'Sootha-Salva' and 'Fruit-a-tives'."

'Fruit-a-tives' cooled the blood and removed the cause of the disease, and 'Sootha-Salva' completed the cure."

Dame PETER LAMARRE (61s). 50c. a box, 6 for \$2.50, trial size 25c. At all dealers or sent postpaid by Fruit-a-tives Limited, Ottawa, Ont.



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*Dish washing made Ida's hands chaf*

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**Mentholum**  
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**TENDERS.**  
Sealed tenders will be received by the undersigned up to 5 o'clock p. m., April 21, 1920, from all trades required on the erection and completion of a brick, stone and concrete school building at Florenceville. Each tender to be accompanied by a certified bank cheque for 5 per cent. of its amount. Plans and specifications may be seen by application to the undersigned, or at the office of P. Neil Brodie, Architect, 28 Princess St., St. John, N. B. The lowest or any tender not necessarily accepted.

W. P. HAGERMAN,  
Sec. School Trustees,  
Florenceville, N. B.

## THE CARLETON COUNTY VACANCY

(Continued from Page Three). He expected to go there and speak to the people. He would suggest that the item stand for a while.

Hon. Mr. Veniot to the Rescue.

Hon. Mr. Veniot said that the Hazen and Grimmer settlements had been opened some ten years ago. He had visited them then when they were a few log cabins, and in 1918 he had gone again and found a population of at least 7,000 people. Roads existed from Kedgwick to St. Quentin, within the settlements. The people wanted highway connection either north to Campbellton or south to St. Leonard or St. Anne. It would be 35 miles to St. Leonard and 22 miles to Campbellton. The route had been partially surveyed and a proposition had been placed before the Dominion Government to open a road from St. Quentin to Slegat. If the Dominion could see its way clear to give a 40 per cent. assistance to this, as a principal farm road, the work would go on rapidly. If the province had to act alone it would take longer. The custom had been to spend money for colonization roads on opening the roads. Later the settlers did \$30 worth of road work. He did not consider that system a good one.

"While this Restigouche colony was the largest and probably the most prosperous one in the province there were others. An attempt was being made to colonize returned soldiers on the Blue Bell Tract in Victoria county, and a bill was before the House to purchase for settlement purposes from the New Brunswick Land and Railway Company a tract of 1,200 acres back of Cemeau Ridge, Madawaska county. After those schemes came others in Northumberland, Gloucester and Kent. There was on foot a scheme to establish soldiers' settlements between Saumarez and Bathurst. The distance between the two places was about 18 miles. Twenty-four miles of highway to Bathurst would cut off a journey of sixty-four miles. The Department of Public Works was debarred from opening new roads; that was under the Department of Lands and Mines. He had a suggestion to make to the minister of that department, either that a larger amount be spent on colonization roads or that the matter be placed entirely under the Department of Public Works. Under the present arrangement the work was merely a subordinate part of a large and important department. Under the arrangement which he had suggested there would be some one who would consider the opening of such roads part of the departmental duty. As far as the suggestion just made by hon. members was concerned, it was going too far to ask for an increase of \$30,000. It was not too much for the purpose, but under conditions of the present year would not be warranted. When Grimmer Settlement first was opened such an amount would have produced magnificent results. He suggested that members of the counties concerned meet with the Minister of Lands and Mines and hold a consultation.

To Build Napudogan Road.  
Mr. Young said that the county of York contained quite a little town located on the Transcontinental division of the C. N. R., which possessed no means of communication with the outside world except a railway. That was Napudogan, a subdivisional point with a growing population. There was no highway, but the construction of a stretch of nine miles of road would connect the place with Williamsburg and give easy access to Stanley. The people wanted that. The road could not come under Farm Settlement, however, because the Nashua Pulp & Paper Co. owned all the land.

Hon. Mr. Veniot said this would come under the Department of Public Works. He could inform the hon. member and the House that a survey for that road had been ordered and was partly done. The survey would be completed by the late summer or autumn, and it had been decided to construct the road.

Mr. Baxter said he would support the movement for increased money for colonization roads, and he felt that if the members interested requested an increase they would get it. He noticed by the Public Accounts that 12 per cent. of the appropriation last year remained unexpended. Either the Minister of Lands and Mines did not want to spend the money, or the members of the counties concerned did not press him.

Hon. Mr. Smith said that applications for colonization road money usually were three times larger than could be met, and the money had to be distributed throughout the province. An expenditure of \$7,000 was authorized last year, but the terms were not met in all cases. This had been on account of the scarcity of labor. There had been \$2,000 to be expended in Restigouche county, but it had not all been spent because men could not be secured to do the work. In one year, however, Restigouche overexpended. Money for colonization roads was not for maintenance, but for opening the roads.

Mr. Young asked if there was any statute defining the duties of settlers toward the roads.

Hon. Mr. Smith said there was not. After the road was opened the Department of Public Works assumed control.

Hon. Mr. Foster said that Mr. LeBlanc had made reference to the fact that there had been no increase for some time in the appropriation for colonization roads. The statement was hardly correct. The records showed that the amounts had been as follows: 1912, \$200; 1913, \$3,600; 1914, \$3,600; 1915, \$4,800. The appropriation at the present time, \$7,000 in all, was considerably greater. Colonization roads money could not be applied to roads already built, and on that account could not be used on existing roads in Hazen and Grimmer settlements. He had visited those settlements himself and had travelled on the real colonization roads away back in the settlements. He fully appreciated the desirability of inducing settlers to come in, particularly those who would aid in working out the problem of increased production. What he deemed the most necessary was roads leading to the railways. The matter could be dealt with under Supplementary Estimates.

It being 5 o'clock, the committee took recess.

Mr. Tilley, on the Committee resumed.

(Continued on Page Nine).



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