MANY LAWYERS GOT LARGE FEES.

MR. C. N. SMITH STARTS WARM DEBATE IN LEGISLATURE.

Wanted an Explanation - Ministers Wanted Specific Charges and Proof-Debate on Tuberculosis Question-Automobile Legislation.

Toronto, March 12 .- By pointing out that on page after page of the public accounts appear the names of lawyers received large fees from the Province last year, and by following this up with a request for an explanation from the Government, Mr. C. N. Smith (Sault Ste. Marie) yesterday started the first Ste. Marie) yesterday started the first really warm discussion the Legislature has seen this session. The House was in Committee of Supply, and the expenditure of the department regarding the administration of justice was the real point under criticism, though Mr. Smiths remarks applied to the public accounts generally. Taking advantage of the rules governing the committee's discussions, the members of the Government gave no direct answer to the questions of the member from Sault Ste. Marie. Premier Whitney, supported by the Attorney-General and the Provincial Treasurer, claimed that Mr. Smith should claimed that Mr. Smith make some specific charge and produce his proof, while it was also pointed out that in the Public Accounts Committee the members would have an opportunity

that in the Funic Accounts Committee the members would have an opportunity to use the probe.

Hon. A. G. MacKay pointed out that the Public Accounts Committee had not been organized, and if the estimates were passed before that were done, then the usefulness of the inquiry would be lost. The Government considered the point and the item stood over.

The debate on the tuberculosis question, so far as the bill of Mr. Downey and the motion of Dr. Godfrey were concerned, was concluded by the Provincial Secretary, who gave some slight intimation of probable future action. Some of the members also had the opportunity of telling what they knew about automobiles and their use in the rural constituencies.

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Healthfulness of Oranges.

The one lesson which most people never seem to learn is, how to guard their health.

We have been eating oranges since time immemorial, yet how many of us know that orange juice contains a medicinal principle which has a marked action on the stomach, bowels, kidneys and skin. Some physicians go so far as to say that they can cure the average case of Indigestion, Constipation, Biliousness and Dry Skin with orange juice and proper diet.

This can be easily proved to the satisfaction of any sufferer. Take the juice of one or two oranges every morning before breakfast, take one or two "Fruitatives" every night at bed-time, exercise a reasonable care in diet, and the proof will be found in health.

The cure will be greatly assisted and hastened by taking "Fruita-tives" are fruit juices in which the medicinal principle of oranges, apples, figs and prunes are many times increased by the special way in which they are combined. Then tonics are added and the whole made into tablets. "Fruita-tives" may be obtained at all dealers, or will be sent postpaid on receipt of price—50c a box—6 for \$2.50. "Fruita-tives," Limited, Ottawa.

MR. UNSWORTH'S SERMON.

MR. UNSWORTH'S SERMON.

MR. UNSWORTH'S SERMON.

To the Editor of the Times:

Dear Sir,—In the issue of Monday,
March 2nd, of the Herald, I read the
copy of Sunday evening's discourse by
the Rev. J. K. Unsworth, of First Congregational Church, on "Protestantism
and Catholicism." I take it as granted
that it is open to criticism, or would not
have been published in that paper. Now,
I offer my remarks in an humble and
also Christian manner, and hope that
they will be taken as such, knowing
that we are one and all liable to make
mistakes at times in this world. Rev.
Mr. Unsworth pointed out the chief differences of Roman Catholic and Protestant faith, and church management. Un-The company of the control of the co

DEFENDS HIMSELF.

THROWS BLAME FOR QUEBEC DIS-ASTER ON MR. COOPER.

Mr. Szlapka Criticised Design of Very Chord Section That Failed—Pointed Out Weakness to Mr. Cooper, and Received Peremptory Order Not to

Phoenixville, Pa., March 11.-After ading the official report of the Cana reading the officeas report of the Canadian Government's commission of investigation, Peter L. Szlapka, who, with Theodore Cooper, the eminent bridge engineer of New York, is blamed for the defective design which caused the bridge to fall, conscuted for the first time to be interviewed. One statement he made is remarkable for the manner in which he holds Mr. Cooper, the consulting engineer, responsible for the bridge's failure, and vinicates himself. According to the statement made by the Phoemixville engineer, and which appears in his sworm testamony, taken by the commission of investigation, he criticised the design of the very chord section that failed, calling the attention of Mr. Cooper to the weakness which Mr. Szlapka saw in it. Mr. Cooper, however, overruled the objection, and the design was accepted by him. Mr. Szlapka said, when asked to comment upon the report:

"The findings of the commission are about what we thought they would be, and we are not surprised at any portion of the report. We have no criticism to make of the commission, who, we believe, did their work faithfully and well.

"You must understand," Mr. Szlapka dian Government's commission of in-

cism to make of the commission, who, we believe, did their work faithfully and well.

"You must understand," Mr. Szlapka continued, "that every plan or design worked out in the drawing rooms of the Phoenix Bridge Company was made according to the specifications furnished us by the Quebec Bridge & Railway Company or by Mr. Cooper. Every plan that was drawn was sent to Mr. Cooper in New York, and there either approved or discarded by him as the consulting engineer. Each blue print had to bear his signature before work was begun in the shops."

Mr. Szlapka then stated that when the drawings of the chord sections, the failure of one of which caused the bridge to collapse, were made under his direction in the local drawing rooms, he did not have entire faith in them. The designs of these chord sections there were made according to the specifications furnished by Mr. Cooper, and when they were completed they were sent to him for approval.

They came back with the consulting engineer's "O.K." on there, but still Mr. Szlapka was not satisfied, and returned them with a criticism of them, in which he called attention to what he thought was an element of weakness. Mr. Cooper's reply was, "They are all right. Don't alter."

Hustrating his position, Mr. Szlapka said: "There is a patient seriously-ill. The family physician is instructed to call in an eminent specialist. This specialist sees the patient once or twice and gives the family physician orders which he is to carry out. These in

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16TH DAY OF MARCH NEXT,

167H DAY OF MARCH NEXT, for the construction of a steel ice-breaking. Mail and Passenger Steamer, to be delivered at the construction of a steel ice-breaking of the construction of the steamer can be seen at the Agency of the Department of Marine and Fisheries at Victoria, B. C. Each tender must be accompanied by an accepted bank cheque equal to 10% of the whole amount of the tender which will be forfeited if the person sending the accepted tender declines to enter into a contract with the Department and complete the steamer. Otheques accompanying mesucessful tenders will be returned.

The Department does not bind itself to accept the lowest or any tender.

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F. GOURDEAU,
Deputy Minister of Marine and Fisher



Department of Railways and Canals TRENT CANAL

NOTICE TO DEALERS IN CEMENT NOTICE TO DEALERS IN CEMENT

SEALED TENDERS, endorsed "Tender for Ocenent," will be received by the undersigned at 16 o'clock on Friday, the 30th March, 1906, for the supply of 25,500 barrels of Fortland Cement, for the use of the Treat Canal. Specifications and forms of tender can be procured at the office of the Superistending Engineer of the Trent Canal, on and after Monday of the Superistending Engineer of the Trent Canal, on and after Monday of the Superistending Engineer of the Trent Canal, on and after Monday of the Superistending Engineer of the Trent Canal, on and after Monday of the Superistending Engineer of the Trent Canal, on and after Monday of the Superistending Engineer of the Trent Canal, on and after a trent of the Superistending the Superistend

contract for the sweet the offer submitted. The cheque thus sent in will be returned to the respective contractors whose tenders are not accepted.

est or any tender not necessarily

Department of Railways and Canals, Ottawa, 6th March, 1968.



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SYNOPSIS OF CANADIAN

NORTH-WEST

Homestead Regulations

to me one else, on fling declaration of abandonment.

DUTIES—A settler is required to perform
the duties under one of the following plans:

(1) At least six months' residence upon
and cultivation of the land in each year during the term of three years.

(2) A homesteader may, if he so desires,
perform the required residence duties by iiving on farming land owned solely by him,
not less than eighty (86) acres in extent, in
the vicinity of his homestead, Joint ownership in land will not meet this requirement.

(3) If the Excher (or mother, if the father
for the content of the content of the conhim, not less than gland owned solely by
him, not less than gland owned solely
him, not less than gland owned in extent
homestead entered for by him in the vicinity,
such homesteader may perform his own residence duties by living with the father (or
mother).

(4) The term "vicinity" in the two pre-

mether).

(4) The term "vicinity" in the two pre-ceding paragraphs is defined as meaning not more than nine miles in a direct line, ex-clusive of road allowances crossed in the

5: A homesteader intending to perform his residence duties in accordance with the above while living with parents or on farm-ing land owned by himself must notify the Agent for the district of such intention.

CYNOPSIS OF CANADIAN NORTHWEST

feet square; encourage of the miles each for a term of twenty years, renewable at the discretion of the Minister of the Interesting in operation within the miles and the Minister of the Interesting in operation within one fire miles. Retrict 169 per miles are miles

W. W. CORY. Deputy of the Minister of the Inter-N. B.-Unsuthorized publication of this ad-ertisement will not be paid for.

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