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The tea with every virtue that is worth consideration. "Try It To-day"

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SPANISH FLU DISAPPEARS

Toronto, April 8.—Spanish influenza is fast disappearing from the province. Since the first of October the epidemic has been either the primary or contributory cause of nearly 10,000 deaths. Deaths by months are: October, 3,015; November, 2,608; December, 1,668; Jan-

uary, 1,512; February, 912; March, influenza 285, pneumonia 418, total 708. The reports of secretaries of local boards of health for the month of March show scarlet fever and diphtheria prevail to a much greater extent than in the corresponding month of 1918. The number of deaths from all causes reported by the undertakers is 244,895.

Amended Currier Bill

Important Alterations Made By City—Rate Base Reduced From \$2,800,000 to \$1,850,000

All citizens will be interested in the amendments which the Common Council has prepared, and which they finished yesterday, in connection with the bill based upon the report of the Currier commission on the relations between the New Brunswick Power Company and the city.

The chief amendments proposed by the city may be thus summarized: The Currier bill fixes \$2,800,000 as the rate base and asks that the company shall receive a seven per cent. return on that amount from its services.

The city would reduce the amount of the rate base to \$1,850,000. This is the amount which the city's counsel contends is just, representing all the money really invested in the property. The Currier commission gives no particulars as to how it arrived at \$2,800,000, an amount which the city contends is absolutely unjustifiable.

The Currier report and the Currier bill would give the city an option to buy at \$2,800,000 plus ten per cent.

The city amendments would reduce the option price to \$1,850,000 plus ten per cent.

The Currier bill would give the city three out of seven directors, and would have the three public directors appointed by the Lieutenant-Governor-in-Council. The city asks that they be appointed by the Common Council.

The Currier bill would relieve the company from taxation for snow removal and certain street repairs due to its operations, thus greatly reducing the company's taxes. To that the city proposes an important amendment.

The city would also provide for an appeal to the Supreme Court in certain instances where the Currier bill suggests an appeal to the Lieutenant-Governor-in-Council.

The day before the New Brunswick Power Company purchased the property its bonds and stocks called for an annual interest return of \$112,000. The New Brunswick Power Company, by increasing the securities, called for an annual return of \$182,000.

The Currier report, if accepted, would actually increase this annual amount to \$196,000, later on adding \$21,000 by building up a surplus out of earnings to provide for dividends on \$500,000 of the common stock.

Thus instead of paying an annual return of \$112,000, the citizens would be providing dividends amounting to \$217,000, although the value of the property, its plant and its services, were not increased in any way by the purchasers.

The urgent need now is for a study of the amendments by citizens and the immediate organization of a large and representative delegation to go to Fredericton to support the city's case.

THE CURRIER BILL AS AMENDED BY THE CITY.

BILL.

An act relating to the New Brunswick Power Company.

Whereas an act was passed at the last session of the Legislative Assembly, being Chapter 46, of the Acts of George V, 1918, entitled "An Act to appoint a commission in the matter of the New Brunswick Power Company";

And whereas pursuant to such act the Lieutenant-governor-in-council duly appointed a commission to hold an investigation and inquiry into matters relating to the said New Brunswick Power Company;

And whereas the said commission having investigated such matters has presented a report dated the 18th day of February 1919, relating to the affairs of the said New Brunswick Power Company;

Be it enacted by the Lieutenant-governor and legislative assembly as follows:

Section 1. The control of the operation, maintenance, service, and rates of the company shall be vested in a board of seven directors, with equal voting power, except as hereinafter provided. Four of the directors (hereinafter called the company directors) shall be elected by the shareholders of the company as hereinafter provided. Three of the directors (hereinafter called the public directors) shall be appointed by the city of St. John, in the first instance for terms of one, two and three years respectively, and thereafter each for a three-year term. The salary of each director shall be fixed by the city and shall not more than \$1,000 annually. The directors shall select one or more of the public directors to be members of any executive or other committee of the board. Whenever reference is hereinafter made to public directors or company directors a majority of either group is meant.

Section 2. An impartial accountant experienced in public utilities accounting and engaged in general practice, shall be chosen annually by the public directors with the approval of the company directors or if they are unable to agree, by the public utilities commission. It shall be the duty of the accountant from time to time to examine the accounts of the company and to report semi-annually respecting the propriety and distribution of charges (for the preceding six months) to operating expenses, maintenance and depreciation, and also the results of the preceding six months' operation.

Section 3. It shall be the duty of the board of directors to fix from time to time such rates for railway transportation and electric and gas service as in their judgment shall meet the cost of service, including therein operating expenses, taxes, maintenance, depreciation allowance, return on investment as hereinafter fixed and any other charges or expenditures which in the opinion of the accountant shall be properly chargeable against income.

Section 4. An appeal may be had to the public utilities commission on complaint by the public directors that compliance is not being made with any of the provisions of this act.

Section 5. The rates heretofore fixed by interim order of the commissioners shall remain in force until July 1, 1919, and thereafter until revised by the board of directors or by the public utilities commission under the terms of the Public Utilities Act.

Section 6. The board of directors shall determine the extent and character of the railway, electric and gas service which public convenience and necessity may require. In case of a disagreement between the company directors and the public directors relative to the extent or character of service, the question at issue shall be referred to the public utilities commission, whose decision shall be final provided, however, that if a capital expenditure of over twenty-five thousand dollars is involved which the company directors claim will endanger the minimum return on the rate base, the company may take an appeal on the question to the supreme court, who may refer the same to arbitration or otherwise provide for its decision.

Section 7. The board of directors shall provide out of earnings an annual depreciation allowance of at least seventy-five thousand dollars on the property as existing January 1, 1919, with such additions as they may deem proper on account of property added after that date, until such time as the depreciation fund thus created shall amount to a sum of at least \$200,000 and in no case less than seven per cent. of the rate base, and thereafter such amount shall be added to the depreciation fund annually as will keep it intact at a corresponding sum.

Such depreciation fund shall be charged with all renewals, retirements and replacements other than maintenance.

Section 8. The board of directors shall charge to the annual cost of service, as a return on the rate base, seven per cent. of such rate base.

Section 9. As soon as may be after June 30, 1919, the accountant shall determine for the six months' period from January 1, 1919 to June 30, 1919, the average rate received for passengers for electric railway service, the average rate received per K. W. H. for electricity and the average rate received per thousand feet for gas. These rates shall thereafter be known as the standard rates for the various services. At the end of each six months' period thereafter the accountant shall in a similar manner determine the average rate for each class of service during the period, shall calculate such average rate as percentages of the similar standard rate and by giving due weight to the three percentages based on the proportionate amount of gross revenue received dur-

ing the period from the railway, electric and gas services respectively he shall determine the weighted average percentage of increase or reduction from the standard rate.

Section 10. The company may with the approval of the public directors and the company directors sell additional shares or other securities at such prices (not necessarily at face or par value) and subject to such terms and conditions as to rate of return, interest, preference, priority and so forth as are reasonably necessary to invite the investment of capital in any development, improvement or addition which in the judgment of the company directors and the public directors is in the public interest.

In case of disagreement between the public directors and the company directors with reference to the issue of such new securities or the terms on which the same should be issued, the matter shall be referred to the board of public utility commissioners whose decision on the same shall be final and binding.

Section 11. The company's investment in power, when owned, is held to be \$1,850,000. This amount with increases or diminutions of the investment in the plant and property is herein referred to as the "rate base."

In computation of additions to the rate base proper allowance shall be made for interest during construction, cost of financing, and other charges which are incident to the enterprise. Provided that in the case of the development of water power there shall be included in the cost of the property now owned with carrying charges to the time of development, and also including losses from operation, if any and fixed charges during the period of development of a market, but not beyond a two-year period.

Section 12. The cost of removal of snow and ice from the sides of the streets and roads to a sufficient extent to make the streets safe for traffic shall be treated as a street railway operating expense. The work of such removal shall be undertaken by the city or municipality to such an extent as may be deemed necessary and the company shall pay for such service at the rate of \$500 annually per mile of single track, payable one-twelfth on the last day of each calendar month. The company may throw the snow and ice from its trucks to the sides of the streets and must clear the space between its double tracks to the same level as between the rails. A portion of the cost of street surface maintenance or paving shall be paid by the company to the city or municipality the amount to be determined by the directors, subject to appeal to the N. B. utility board, and a larger amount to be paid where the T. rail is used than where the grooved rail is used, and also a larger amount where the foundation under the tracks is the natural subsoil than where a cement concrete foundation has been constructed.

Also the company shall pay to the city or municipality the cost of constructing a cement concrete foundation six inches in depth under the railway ties wherever the city or municipality constructs a cement concrete foundation or cement pavement on the balance of the roadway.

Section 13. The company may continue to conduct its merchandising department known as the Eastern Electric Company, in which case all profits therefrom shall be credited to non-operating income, but shall be considered as part of the income available for the payment of operating expenses, maintenance,

THE REAL TEST

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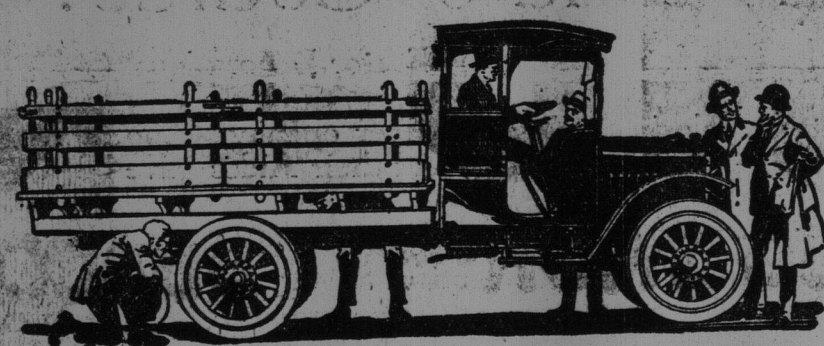
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Shredded Wheat

They contain the entire wheat grain, nothing added, nothing taken away. A whole wheat food, ready cooked ready-to-eat. Pour hot milk over two or three of these biscuits and you have a hot dish that will start the day right and sustain you in work or play. Salt or sweeten it to suit the taste.

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What this tremendous mileage has taught may be found in the Maxwell truck you buy today.

For the keen engineering done in this remarkable carrier of freight has not been laboratory engineering but road engineering.

That is why the Maxwell is so practical, why it is so hardy, why it seldom needs mechanical attention, why it is always a delight for engineers to look over.

It is every man's truck. It is not a road rolling monster. Neither is it light and flimsy. It will carry 80% of the different kinds of loads conveyed by horse or motor.

Surprising, of course, is the chassis price—\$1550 f.o.b. Windsor; several hundred dollars less than any other truck of similar capacity. Quantity production is the reason for this.

Pays for itself as it runs. See it and save.

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Showrooms: Cor. Duke and Charlotte Sts.
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manage the company's affairs in accordance with the company's bye-law, except as herein provided.

In the event of a vacancy in the company directors occurring between annual meetings it may be filled by the remaining company directors.

Section 19. All acts or portions of acts inconsistent herewith are hereby repealed.

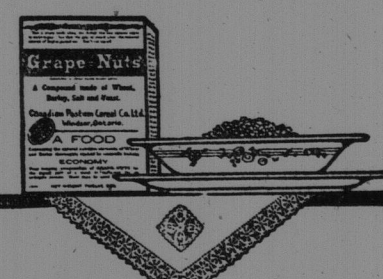
SMOKE MACDONALD'S INDEX

SINGLE TAX SCHEME FOR OTTAWA PASSES

Ottawa Legislature Approves Scheme, Subject to Citizens' Vote Being Favorable.

The city of Ottawa has been empowered to institute a new assessment system which will abolish taxation on houses and other buildings. The bill, which was sponsored by Wilson Southam, provides for an exemption of 25 per cent. on all buildings and all incomes, the first year after coming into effect; 50 per cent. exemption the second year; 75 per cent. the third year and total exemption the fourth year.

This system, Mr. Southam explained, would result in higher assessment of business land, but would be a great benefit to the poorer residential districts. The Act provides that the system shall be approved by the rate-payers before going into effect. The committee approved this also.



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