

## THE WEATHER.

Maritime — Southwesterly and southerly winds, fair and mild.

Toronto, Feb. 27—Pressure is quite low over the northern portion of the continent, and for the most part high over the southern portion. Fair, mild weather prevails throughout the Dominion.

	Min.	Max.
Victoria	44	50
Vancouver	40	52
Medicine Hat	38	46
Battleford	30	44
Winnipeg	31	44
Port Arthur	28	38
Parry Sound	18	38
London	17	42
Toronto	23	40
Kingston	20	38
Ottawa	26	38
Montreal	28	36
Quebec	20	34
St. John	22	34
Halifax	14	38

WASHINGTON FORECAST:— Washington, Feb. 27—Northern New England, fair Sunday, slowly rising temperature, moderate west winds.

## AROUND THE CITY

## Conservative Club Smoker

The St. John Conservative Club will hold its weekly smoking concert this evening in their rooms in the market building. These affairs which are becoming very popular are open to the public including good girls. An interesting programme has been arranged for this evening.

## A West Side Bonehead.

Last night shortly after eleven o'clock it was proven that there are boneheaded individuals in the West End as well as on the East side of the harbor, for a half-witted creature pulled in a false alarm from box 116 on the corner of Guilford and Union streets. The department was given a useless run.

## Germain Street Brotherhood.

Members of the executive committee of the Germain Street Brotherhood at a meeting last evening reported that by Sunday the membership of the new organization would total one hundred at least, and every effort would be made to swell that number. T. H. Estabrook, the president, occupied the chair, and he reported that he had arranged for Assistant Cummins and Major Calvert of the Salvation Army to address the meeting Sunday afternoon.

## Had Happy Sleigh Drive.

The boys' association of the Every Day Club held their annual sleigh drive last evening, and the event certainly proved a success. Joyment for the large number of boys present. Leaving the quarters of the club early in the evening the party, numbering in all a hundred and twenty persons, drove out to Coldbrook in two large sleighs, and on their return repaired to the club rooms where an efficient committee of young ladies served the youths with a dainty supper. The entire evening was richly enjoyed by the boys.

## DR. J. V. ANGLIN'S ANNUAL REPORT

600 Patients in Provincial Hospital — Steady Decrease in the per capita Cost.

The annual report of Dr. J. V. Anglin, medical superintendent of the Provincial Hospital, Lancaster, shows that at the beginning of its last year, ended October 31, there were 585 patients in the institution; 173 were admitted, fifty-six died, and ninety-seven left the hospital, and the year ended with exactly 600 patients in residence, of whom 124 are at the annex.

The daily average number in the institution during the year was 591, or twenty-nine more than in the previous year, and fifty-five more than five years ago. It will thus be seen that the number of patients is steadily increasing. More patients entered last year than in any previous year. The number was 173, and the highest previous figure was 164. Of those received last year, eighty-two were men and ninety-one women. There has been a net increase of forty-seven patients in the number present in the last two years.

The per capita cost calculated on the daily average of patients shows a reduction. The following table is interesting, as it shows a steady decrease since 1910:

Year	Per capita cost
1910	\$156.90
1911	156.45
1912	151.60
1913	147.20

The expenditure for the year for maintenance and ordinary repairs amounted to \$86,994.97, falling within the appropriation of last session. The following are some of the items:

Salary and wages	\$28,134.02
Food purchased	28,564.05
Heat, light, power and water	12,412.63
Clothing	5,086.91
Furnishings	3,765.76
Farm cultivation	2,760.96
Drugs, etc.	1,242.45

With a daily average of thirty more patients, the cost last year was only \$1,782 greater than in the previous year. There was raised on the farm material, which, if purchased, would have cost more than \$2,000. The superintendent estimates that, despite every effort to keep down expenses, an additional \$2,000 over last year's grant will be required this year.

THE PRINCE WILLIAM HOTEL.

## WILL FIGHT TO RESTORE THE SUBURBAN SERVICE FOR SUBSIDY FOR SERVICE

Big Meeting at Rothesay Last Evening—Appoint Committee to Lay Case before Board of Trade and to Work Until Satisfactory Arrangements are Made.

At a well attended meeting of suburban residents held in Rothesay last evening, a representative committee was appointed to interview the St. John Board of Trade on Monday evening, request its co-operation in having the suburban train service restored, and take any further action that may be deemed necessary to effect the purpose of the meeting.

In opening the meeting B. C. Barclay Boyd, who was elected chairman, said that all suburbanites were dissatisfied with the way they had been treated in the matter of the suburban train service. The idea of the meeting was to appoint a committee to meet with the Board of Trade on Monday with a view to getting that body to take up the matter, and if necessary to send a delegation to Ottawa to request the government to oblige the C. B. management to recognize the rights of the suburbanites.

## Present Service a Farce.

H. F. Puddington said it was probably fortunate for them that the freight suburban service had proved such a farce. He thought that the position of the suburbanites had been greatly improved thereby, and that even Mr. Gutelius could not hope to justify such a service. He thought the proper course was to urge the St. John Board of Trade to take steps to remedy their grievance.

E. S. Carter said that as a member of the delegation which met Mr. Gutelius a short time ago, he understood the morning and evening suburban trains would not be disturbed. But Mr. Gutelius had taken off the regular suburban trains and instituted the present very unsatisfactory arrangement with hardly any notice. He was surprised that Mr. Gutelius should show so little courtesy to the suburban residents between St. John and Hampton.

Mr. Carter said that at his request Mr. Emmerson had tried to get information about the receipts and expenses of the suburban services out of St. John. The answers to Mr. Emmerson's questions were only partial. No separate records had been kept of the Sussex trains Nos. 7 and 8. Nor had Mr. Emmerson succeeded in getting complete and separate records of the receipts and expenses of the suburban trains.

"Yet Mr. Gutelius told us the trains did not pay," added Mr. Carter. "If he did not have complete records, how did he know the trains did not pay?"

## Passenger Receipts.

Mr. Carter went on to say that while the information secured by Mr. Emmerson was a number of suburbanites, according to the statement he had received the outward suburban passenger receipts, other than those of the Sussex trains, had been increasing rapidly. In July, 1910, the first year the service was started the receipts from outward passengers were \$784; in July, 1911, the receipts were \$1,038; in August, 1910, the outward passenger receipts were \$682; and in August, 1911, they were \$1,053. No information was given as to receipts for August, 1912, or 1913. In December, 1910, the receipts were \$251; in December, 1911, \$448; and in December, 1913, \$806, a big increase. In January, 1914, the outward passenger receipts were \$241; in January, 1912, \$341, and in January, 1914, \$594.

At Rothesay station the passenger receipts were \$5,687 in 1910; \$6,355 in 1911; \$6,375 in 1912 and \$7,063 in 1913. At Hampton station the passenger receipts were \$10,029 in 1910; \$10,511 in 1911; \$11,015 in 1912 and \$13,272 in 1913.

In addition to the passenger receipts the railway also obtained the following receipts from freight at Rothesay: 1910, \$3,075; 1911, \$3,043; 1912, \$3,731; 1913, \$3,848.

Puddington—Those figures would not fairly show the receipts from freight delivered at Rothesay. A good deal of freight for here would first go to St. John.

In conclusion Mr. Carter said they should seek the assistance of the Board of Trade in their efforts to obtain their rights.

## J. M. Robinson.

J. M. Robinson, president of the Board of Trade, said he felt certain the board would give them every assistance in their power. After a conference with a number of suburbanites he had sent a telegram to Ottawa, urging the restoration of the service and had received in reply a copy of the telegram which had been sent from Ottawa to Mr. Gutelius, and which practically instructed the general manager to restore the service. In reply to this, Mr. Gutelius had said that he had given instructions to provide that the freight train would be run on time in future. "We then sent word," said Mr. Robinson, "that nothing but the restoration of the entire suburban service would satisfy the people." (Hear, hear.)

## Not a Party Question.

Continuing, Mr. Robinson said the question was not a party one; many prominent supporters of the government were beseeching their representatives to bring pressure to have the service restored. They should appoint a committee to move in the matter till something definite was done, and if necessary they should empower a committee to proceed to Ottawa to lay their case before the government. Mr. Gutelius had not taken a business view of the situation and it was impossible to understand what his motives were.

Mr. Puddington said they should not only urge the restoration of the whole service, but should ask a guarantee that a definite service should be continued for a definite period. Many people had plans to build in the suburbs, but they would not go ahead un-

less they were assured of a satisfactory service.

## Want Better Cars.

Mr. Carter—Passengers on the train out this evening were told by the conductor that they belonged in the last three cars.

Voices—But we did not pay any attention to that, and don't intend to.

Mr. Carter—It shows that the railway management is not giving consideration to the feelings or rights of passengers in this district. Another thing, we are not getting proper accommodation. The suburban cars are poorly heated by coal stoves and badly lighted. The Railway Commission has forbidden private railways to carry passengers in cars heated by coal stoves.

J. H. A. L. Fairweather said that as they had not been able to obtain complete information about the cost of operating the suburban and the receipts they should send a man to Ottawa or Moncton to go over the books. The information must be available somewhere.

## The Resolution.

E. S. Carter moved that a committee of five be appointed to confer with the Board of Trade.

Mr. Fairweather—I think we should have a larger committee, representing all the stations, and it should be empowered to send men to Moncton or take any other steps it deems necessary.

Mr. Robinson—Even to going to the length of asking the government to recall Mr. Gutelius if necessary. From what I have seen of his actions Mr. Gutelius is not the long headed business man he is supposed to be. (Hear, hear.)

Mr. Carter amended his motion in accordance with Mr. Fairweather's suggestion, and it was seconded by A. Green.

## Members of Committee.

Those appointed to the committee were: H. S. Adams, of Brookville; J. S. Gibbon, of Riverview; W. S. Allison, of Kinghurst; B. C. Barclay Boyd, J. M. Robinson, H. F. Puddington and J. H. A. L. Fairweather, of Rothesay; E. S. Carter, of Fairvale; F. J. Nesbitt, of Renfrew; Joseph Johnston, of Quispamis; E. A. Schofield, of Hampton.

## Rapid Development.

J. S. Gibbon said he had been looking into the records of the suburban service. The records of this district had rights which Mr. Gutelius said did not pay. He had consulted Hannay's History and found the New Brunswick government built the line from St. John to Shediac at a cost of \$5,000,000. It was a stupendous enterprise for the province then, but it had caused rapid development. The present provincial government operated it till 1867, and made it pay. "Why is it that Mr. Gutelius, with all his business ability, is not able to make the suburban service pay?"

After confederation the federal government took over the road and, according to Mr. Hannay, with the extension to St. John, Nova Scotia benefited at the expense of St. John and Kings counties.

The meeting then adjourned.

## PERSONAL.

Hon. J. E. Wilson, M. L. A., came to the city last evening from Fredericton, where he had been attending the sessions of the legislature.

Philip Granam, M. L. A., returned home from Fredericton last night. L. P. D. Tilley, M. L. A., was among the members of the local house who came home last evening on the Boston express.

Arrested Every Day This Week. An Unparalleled Display.

Gundry's window display of Diamonds and other precious stones has arrested the attention of the vast majority on King Street this week. The values are equally attractive.

## EMERSON &amp; FISHER, LTD., LOOTED BY BOLD BURGLARS

Daring Break Made in Big Germain Street Hardware Establishment—Money and Goods Missing—Believe Work that of Old Hands.

Early yesterday morning it was discovered that at some time between six o'clock Thursday evening and day-break Friday morning, the wholesale establishment of Emerson & Fisher, Ltd., was broken into, and that besides a quantity of goods a big sum of money, which the culprits obtained by looting a till was stolen.

The manner in which the robbery was effected gives evidence that the men implicated in the break were not novices at the game, and that the plan of entering and ransacking the establishment was well prepared.

When office employees reported for work yesterday morning they noticed something unusual about the appearance of the store, and within a few minutes after they had entered the building it was discovered that the place had been entered during their absence and subjected to a complete ransacking.

As the result of the investigations yesterday it was impossible to learn exactly what had been removed from the business house by the daring thieves, but it was found that among the articles missing were a revolver, a quantity of ammunition and money which was left in the office till.

By means of a window in the rear facing on Chipman Hill, the burglars made their way into the main building, and from there they easily gained entrance to the offices where the cash apparently appealed strongly to them. The nature of the break and the variety of articles stolen seem to indicate that boys were responsible for the theft, but to all appearances the robbery was not committed by any persons to whom that of Thursday evening was a new venture. The stock was upset considerably, showing that the burglars had examined carefully in an effort to make as valuable a haul as possible, and apparently this plan was carried out to good advantage.

It is not known at just what time Friday morning that entrance was made to the building, but the discovery was first made when the business house was open yesterday morning, and it is surmised that the break was made at some time near midnight.

Members of the company were unable to give an estimate of the number of articles stolen yesterday, but were anxious to get at the bottom of the matter. Made acquainted with the facts the police are now working on the case, and they hope to have the matter cleared up and the guilty ones arrested.

Meeting of the Council of Board of Trade Yesterday Afternoon — Miss Magee, Acting Secretary.

## The Council of the Board of Trade.

The Council of the Board of Trade met yesterday. The traffic committee reported in favor of the request of the owners of the steamer Granville for an increase in subsidy from \$1,500 to \$2,500. The report was adopted and the matter will be taken up with the proper authorities.

The traffic committee also reported holding two meetings in regard to the South Shore service.

The recommendation that the John L. Cann service of 70 trips a year to Yarmouth instead of the proposed service of the Amelia of 40 trips between St. John and Halifax. The John L. Cann was a subsidy of \$8,050 from the federal and \$1,000 from the provincial government. The Amelia formerly got \$10,000 from the federal and \$2,000 from the provincial government.

The report was adopted and the traffic committee authorized to take up the matter with the Department of Trade and Commerce and the local government, provided the Hugh Cann Company arranged for a satisfactory tariff from Yarmouth to Barrington, Shelburne, Liverpool, Lockport and Lunenburg, and also to connect other ports touched by the company's boats.

## Traffic Bureau.

The traffic bureau reported that the Department of Marine and Fisheries, in view of the fact that the St. John harbor channel had been widened from 300 to 1,000 feet, did not think it necessary to remove the American Rock. The bureau has heard no complaints about the rock recently.

On the suggestion of W. Frank Hatheway the traffic committee decided to petition the government to provide a relief light vessel to take the place of the Larcher Lightship when she was off her station.

F. L. Clements reported that the immigration man on the West Side was working industriously. His committee brought up the matter of appointing an agent general for New Brunswick in London and of securing a summer steamship service to St. John.

## For Larger Drydock.

A letter was read from Hon. J. D. Hazen stating he had taken up the matter of enlarging the drydock with the Minister of Public Works, and that Mr. Hazen was making careful consideration of the proposal to enlarge its dimensions.

Miss M. O. Magee was appointed acting secretary.

The council was presented with a new map of the city by G. O. Murdoch. The Norton Griffiths Company sent in charts showing the proposed plans drawn up so as to provide for the completion of the Courtenay Bay job in 1916.

Miss Barnes, secretary of the Tourist Association, will attend the travel exhibition in New York and the board will supply her with some slides to be shown in a room specially set aside for showing travel views.

I Stand Behind every machine I sell and I am always gettable any time if any customer has any reasonable cause for dissatisfaction with a Typewriter bought from me. A. Milne (Franklin Little, Mgr.), 37 Dock Street, St. John, N. B.

## Silk Petticoats.

This is your opportunity to buy the silk Petticoat you want, at a good bit less than you would have paid a little earlier. English made silk Petticoats at P. A. Dykeman & Co.'s store, shown in all sizes and a large variety of colors. Prices run from \$2.49 to \$5.00. Also a lot of English made satin Petticoats in cerise, navy blue, light blue, purple at \$1.60. Another lot in cerise, paddy green, purple, light blue, navy blue and tango at \$2.95.

## Magnolia Metal

The best anti-friction metal for all machinery bearings. Lower priced metals for those who want them.

W. H. THORNE & CO. LTD.  
MARKET SQUARE & KING ST.

## Special Prices On a Few Lines

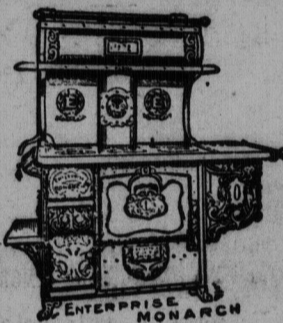
To Clean Up Before Spring Goods Arrive

Mens' Tan Laced Boots, - - - \$2.98 and \$3.48  
Regular \$5.00 Values

Ladies' Tan and Black, Button and Laced Boots, - \$2.89

See Shoes in Our Windows

Slater Shoe Shop - 81 King St.



## Its Popularity Rests Upon Its Quality

Every known device, to secure ease of operation, with perfect control of fuel, are embodied in

## The Enterprise Monarch

Hundreds in use, and any owner will tell you there is no range to equal it. It will be a pleasure to have you call and examine the MONARCH and have its many special features explained.

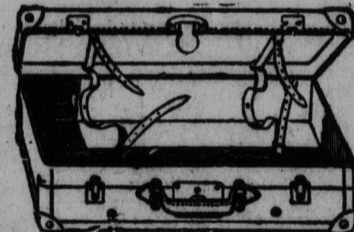
BURNS COAL OR WOOD EQUALLY WELL.

Emerson & Fisher Ltd.

THIS IS THE LAST DAY FOR FREE PATTERNS

## Real Leather Suit Cases

At Exceptionally Low Prices



OUR SPECIAL \$4.50 SUIT CASE is made of real leather, tan or brown, full thickness and with iron frame and valance, polished brass locks and bolts, solid handles, new swing style, heavy solid leather corners strongly riveted on, leather straps in body and cover, lined with checked cloth. Sizes 22, 24, 26 inches. Only to be had from us at this special price.

Each - - - - - \$4.50

OUR SPECIAL VALUE SUIT CASES AT \$5.50—In order to keep fully up-to-date and meet all demands, we have taken our special case as described above and added some improvements, such as a shirt or shirt waist pocket in the cover and two heavy solid leather outside straps, which are so popular today on all high-grade suit cases. We have every reason for satisfaction in being able to present such an up-to-date and substantial case for \$5.50 and you'll understand why when you examine it. Remember that this case can only be purchased here.

MEN'S FURNISHINGS DEPARTMENT.

## Oxford and Harvard Shirts

Fine English Long Cloths.

Fancy Oxford and Harvard Shirts, best makes, fast colors, mellow finish. Nothing better for good serviceable Negligee Shirts. These materials come in light stripes, medium stripes and dark fancy stripes to suit all tastes. 27 and 28 inches wide. Per yard - - - 17c, 18c, 22c

Special Brands of English Long Cloths—The "Queen Alexandra" our special. Put up in 24 yard lengths. A good all round long cloth for family use. 24 yds. for \$3.35 and 24 yds. for \$3.55.

The "Sealed Long Cloth," thoroughly shrunk Put up in 12 yard lengths at \$1.70 per piece.

The "Sealed Madapolam," superior quality for fine underwear. Thoroughly shrunk. Put up in 12 yard lengths.

12 yards for \$2.00 and 12 yards for \$2.25.

LINEN ROOM.

Manchester Robertson Allison, Limited



VOL. V.

SACKVILLE FIRE

Damage in Blaze Placed Thousands

GOOD WORK GREATER

Fire Though Ignited from Ignoring Apparatus

Special to The Standard

Sackville, N. B., Feb. 27—A fire today broke out in the Sackville Hotel, which is situated in the heart of the town. The fire was caused by a young man who was to dinner just as the blaze broke out. The blaze broke out in the kitchen and spread rapidly. The fire was kept under control by the fire department.

Every means was used to keep the flames from spreading. The fire was kept under control by the fire department. The fire was caused by a young man who was to dinner just as the blaze broke out. The blaze broke out in the kitchen and spread rapidly. The fire was kept under control by the fire department.

The other buildings in the hotel were not damaged. The fire was kept under control by the fire department.

Business established in the destroyed building. The fire was caused by a young man who was to dinner just as the blaze broke out. The blaze broke out in the kitchen and spread rapidly. The fire was kept under control by the fire department.

London, Feb. 27—Commons today passed a bill providing for the elections to be held. The bill was introduced by Mr. Balfour.

The bill was passed by a majority of 100. The bill was introduced by Mr. Balfour.

Not a Party Question. The bill was passed by a majority of 100. The bill was introduced by Mr. Balfour.

The bill was passed by a majority of 100. The bill was introduced by Mr. Balfour.

The bill was passed by a majority of 100. The bill was introduced by Mr. Balfour.

The bill was passed by a majority of 100. The bill was introduced by Mr. Balfour.

The bill was passed by a majority of 100. The bill was introduced by Mr. Balfour.

The bill was passed by a majority of 100. The bill was introduced by Mr. Balfour.