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ST. JOHN, N. B., SATURDAY, MARCH 4, 1899.

ST. JOHN SEMI-WEFKLY ST

OTTAWA NEWS.

A Nova Scotia Officer May Go to Bisley This Year.

Major Drummond Goes to Washing ton to Represent the Governor General.

Inland Revenue Officiais Will Have to Com ply With Customs and P. O. Regulations.

OTTAWA; Feb. 28-The minister of justice is gathering information preliminary to the redistribution bill. The lobster commission will resume taking evidence in Cape Breton about March 15th. Owing to a defect in the dominion

franchise act, Winnipeg cannot be represented in the commons at the coming scrsion of parliament, as before an election can take place the federal list will have to be prepared. Sitton will add to his Northwest menagerie another batch of foreigners next spring. The experimental farm is sending

cut 500 samples of seed grain daily, The outside staff of the post office department will be docked for all days absent from work, whether sickress or otherwise.

Senator Miller, who has been ill at the Protestant hospital here for some time, has found it necessary to have an operation performed. The senator stood the operation well and is on the road to speedy recovery. MONTREAL, Feb. 28.-At a meet-

ing of the harbor commissioners today an offer was made by a syndicate of Buffalo and Cleveland capitalists to build an elevator at Montreal with a capacity of 2,500,000 bushels. The syndicate wants a grant of site for ninety-nine years. The harbor comninety-nine years. The harbor com-missioners looked favorably on the project and referred it to the engineer for a report as to site, etc. The building of an elevator will probably mean a large addition to the grain shipped frm Montreal, for the company would probably bring grain from Duluth.

OTTAWA, Feb. 28 .- In the suprem ourt today the last on the maritime st was taken up, the appeal in the mass direct ap, are appear in the omson v. city of St. John. The nutifies in the action claimed dam-s against the city, which has rge of St. John harber, for injuries to their tug Neptune on ac-

Col. H. H. Melecon of the old St. John Fusikers is favorably mentioned. It is stated, however, that a Nova Scotta officer stands a pretty good Scotia officer stands a pretty good show. New Brunswick had command in 1895 in the person of Col. Markham; Quebec in 1896 in Major Ibbottson;

Ontario in 1897 in Major Mason, and Quebec again in 1898 with Lieut. Col. Cocke. The chances of a Nova Scotia officer 'are, therefore,' considered bright.

A summary of the report of the mireral products of Canada, which has just been issued by the geological survey, shows an increase of over **\$9,000,000, or nearly 32 per cent as com-pared with 1897.** The figures for the three years are as follows: 1898, \$37,767,197; 1997, \$26,551,480; 1836, \$22,-\$31,00,107, 1557, 200,50,100, 1000, 200, 534,513. The most important increases are as follows: Gold, \$7,673,000; coal, \$14,000, copper, \$658,000; nickel, \$422,-0.00; asheston, iron ore and cement agabout \$185,

nirteen million dollars' worth gold and eight million dollars of coal were produced in 1898. For the previors year the figures coughly were seven millions of coal and five and a half millions of gold.

It is officially stated here that the sealing question has been pretty much in the same position at Washington as other issues. Owing to lack of interest in the Sal-

vation Army here, the local barracks will be sold. The E. B. Eddy Co. last year turned

over nearly two million dollars' worth of business, a good showing for a Canadian manufactory. Major Drummonod, military secre

Liverpool, and is owned by the Mis-sissippi and Dominion Steamship company, limited. She was built at Belfast in 1891. She is 401 feet long. tary to the governor general, went to Washington today to attend Lord. Herachel's obsequies.

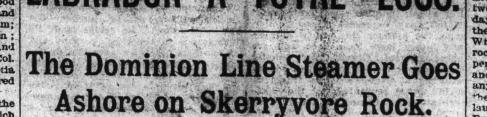
The minister of inland revenue has decided to apply to all officers of his department engaged in the handling of public money the rule which has been adopted both in the customs and Despatches received last evening by S. Schofield & Co., the agents here of the Dominion line, announced the los on the west coast of Scotland of the mall isteamer Labrador, Capt Br-skine, which salled from this port Feb. 19 for Liverpool via Halifax The ship went ashore at 7 o'clock yesterday morning on Skerryvore Rock, which is about twelve miles southwest of Three island. The crew and passengers were saved, but the yessel, according to the latest ad vices, will be a total loss. post office departments, namely, that they must give guarantee bonds as unity for the proper discharge of the official duties. The change will their go into effect July 1st, and the same Canadian companies transacting a guarantée business as was done by customs department. The pre-ms will be deducted by the gov-ment from the salaries of officers miums ber 6th last, on her first, voyage to this port, had made two successful

Militia officers have been granted permission to wear forage caps in drill order for one year.

AMERICAN LUMBERMEN

Meet in Annual Convention at Young's Hotel, Boston.

ares against the city, which has bharge of St. John harber, for in-nual cohvention of the National Wholesale sound of neglect by the city authori-tount of neglect by the city authori-Young's hotel today, the board of trustees of the association optiming its reasion at 10 o'clock. The foremoorn session was brief and mainly of an executive characoer. This evening a banquet was bendered by the lumber trade to the visiting delegates at Young's hotel. Geo. H. Davomoort pre-sided. The speakers were Hon. John H. Wools, W. H. Sayward, secretary of the Boston Associated Board of Trade; W. H. Obester of the Boston association, and Mor-ris A. Hall, its president; Wm. Bateman, its arcseurer; Tr. A. Kimball, socretary of the local association; John H. Scatcherd, presi-dent of the fadinal association; Robert C. Lippincoft, vice-president; Eugen J. Perry, secretary, and other representatives of the great lumber interests. ies in leaving the repair docks in a dangerous condition. On the trial a



The Disaster Occurred Yesterday Morning and Passengers and Crew Were Saved.

A List of the Passengers and Statement of the Cargo Taken From This Port.

for Liverpool, went ashore on Skerr

vore Rock at 7 o'clock this morning. The Labrador is a steel steamer

2,998 tons net register, hails fro

Despatches received last evening by

The Labrador, which steamed into

voyages hence to Liverpool, leaving

here December 14 and January 16, and

sailed on the third trip for Liverpool

was built in 1891 by Harland & Wolff (Ltd.) of Belfast. She was 401 feet long, 47.2 feet heam, hold 28.3 feet

bridge deck was elegantly finished, the

artistic panels and stained glass win-

dows adding greatly to the appear

rooms were located on the bridge

deck, and instead of the ordinary

port hole they were fitted with.

stained glass windows. The smoking

room and ladies' room, were also on

this deck. On the upper deck was an

auxiliary saloon seating thirty pas-

sengers. The staterooms on this deck

were large and airy. The rooms ac-

commodated two, three and four pas-

sengers, with one family room con-

taining six berths. Lavatories and

bathrooms were to be found on both

electricity. The second cabin was

ventilation, and the rooms were large

and comfortable. The steerage was

rooms accommodated six and eight

passengers. The whole steerage was

situated well amidships. Special at-

ance. A large number of the

ship, and

state

She was a three-decked

on February 19th.

St. John harbor on Tuesday, Dece

the to location of some released or sti MOVILLE, March 1.-The British announcing the total loss of the La-teamer Labrador, from St. John on brador. The passengers are all saved. Web. 19 by way of Halifax on Feb. 201 No further particulars. Feb. 19 by way of Halifax on Feb. 20

> HALIFAX, N.S., March 1.-The Do-HALIFAX, N.S., March 1.—The Do-minion line royal mail steamer Labra-dor, hence for Liverpool, was lost yesterday on the south coast of Ire-land. She arrived here from St. John, N. B., Feb. 20th, to complete cargo baking a miscellaneous assortment of 250 tons of wood pulp, 1,300 barrels ap-ples, raw furs, and mails and pas-sengers. F. Agoncillo, agent of the Philippine Junta, was a passenger-L. E. Prowse, member of parliament for F. E. Island, was also among the passengers. There were fifty-six pas-There were fifty-six passecond cabin and 20 steerage. The second cabin and 20 steerage. The steamer was due on the Irish coast yesterday. A cable to the agents says the steamer is a total loss, but all lives

> the steamer is a total loss, but all lives were saved. The Labrador was built in 1891 at Belfast. She was 2,998 tons net. She was in charge of Capt. Edskine. The steamer has always been employed in the Canadian-Atlantic royal mail serv-ice, plying between Liverpool and Montreal in summer and Liverpool and Hallfax in winter. She was the grey-hound of the Dominion line, and held hound of the Dominion line, and held the Canadian record for the westward passage from Liverpool to Halifax, seven and one-half days. Besides the cabin passengers named above, there were on board: Lieut. Hardman, Chas.

Further details regarding the wreck of the Labrador show that Captain Erskine had not left her deck since two o'clock in the atternoon of Tues-day. The second officer was sick, but the third officer was with the captain. When the steamer crashed on the rock it was seen that her position was perilous, as she was filling quickly and might slide off or break in two at any moment. The heavy swell and "he rocking of the ship made the launching of the lifeboats difficult. launching of the lifeboats difficult. But there was no panic, the cooler passengers calming the women and and children. The crew preserved the utmost discipline. The women, and children were lowered in the first boat by ropes, and while the other boats were loading the Viking ap-peared and took on board all the passengers and crew, except a boat containing twelve passengers, includthe Philippine leader, which went to the lighthouse, where they will be prisoners for some time, as the wind has freshened, and landing at the ighthouse is only possible in calm

weather. The Viking landed all the passen-gens she had rescued at this place, where they were afforded every pos-sible comfort. Most of them had saved only what they were wearing, but a few managed to secure some of their effects, which they placed in bundles and brought ashore. Had the Labrador struck on the rock in a sale or at night time there weather.

Had the Labrador struck of there rock in a gale or at night time there would have been in all probability great loss of life. As it was, Captain brokine went slowly all night long, and only signalled full speed ahead just before the accident, when he thought he recognized Innistrahull

thought he recognized Innistrahull lighthouse. OBAN, March 2.—A half dozen of the rescued passengers of the Labra-dor have arrived here from Toher-mory. All speak of the suddenness and completeness of the disaster. One lady was obliged to leave jewelry worth £600 behind her, and another passenger, a man, left £300 in cash. The lighthouse steamer left Oban this afternoon to try to take off the fassengers imprisoned in the Skerry-vore lighthouse, and to salvage the malls.

CECIL RHODES' OPINION.

Within a Century the U. S. Will Control All the American Hemisphere Except Canada. of the the matcheses. About the

(Copyright 1899 by the Associated ALEXANDRIA, Egypt, Feb. 11.-Ceril Rhodes, who, in the eyes of n is the in

concerning the future of the United States even more far reaching than most American imper uists have tion with a representative of the Associated Press, on board the steamer Hapburg, on the Mediterranean, by which he came to Esypt in the interests of the Cape to Cairo railroad and telegraph; predicted most confidently that within a century the United States would have advanced the work begun in the acquisition of Cuba until dt controlled all of the American henrisphere except Canada. He did not believe that the United States would ever withdraw its authority from Cuba, and thought the manner in which Spain had been evicted from her colonies and the United States had taken possession most businesslike. America's action in compensating Spain for the Philip-pines surprised him. "I would have bundled the Spaniards out and made them pay yar indemnity," was his comment. He declared that the United States could never withdraw from the Philippines, because it was their duty to give these people a strong and good government; nor did he believe that when they had begun to realize the results of their work there, Americans would desire to abandon the policy. There are no more islands of the sea to be acquired. They are all taken up. The territory of savage races is practically all pre-empted by the civilized. The ultimate work of the United States will be to govern South America. You will probably besin with Mexico, acquire the Cen-tral American states, then those on the continent of South America until the continent of South America until you hold all the country to the south of you. Southward is the logical di-rection of the expansion of the United States 'You will possess all those states by force of arms and that within a ntury. Asked if Canada would be logically included in this expansion, he said Canada had a good government, and therefore there, was no need



NO. 18.

pery Sidewalk Weeks Ago.

Sir Louis Davies Goes to Washington to Look After Transmission of Re-

mains to England.

Herschell, one of the high joint commissioners from Great Britain, died here at ? o'clock this morning. Lord Henschell feil on a slippery sidewalk and broke one of the pelvic bones several weeks ago, and this probably used his death.

Farrer Herschell, first baron of that name, one of the high joint commisioners from Great Britain on the Anglo-American-Canadian joint com-mission, recently in session at Washington; was born November 2, 1837. He was a son of the late Rev. Ridley Herschell of London, and Helen, daughter. of William Mowbray of Bedinburgh. He married, In 1876,

Bdinburgh. He married, in 1876, Agnes, third daughter of Edward Leigh Kindersley. There are one son and two daughters living. Baron Herschell was a privy coun-chlor, a Enight Grand Cross of the Bath, doctor of civil law, dootor of laws, a deputy lieutenant for Kent and Durham, a justice of the peace, captain of Dean Castle, chancellor of London University, and was appointed British member of the Venezuela and British Guiana boundary arbitra-tion tribunal in 1897. He was knight-ed in 1880 and was created a peer in 1886.

1886. The deceased was educated at Lon-don university; where he graduated bachelor of arts with classical honors. He became a barrister of Lincoln's Inn in 1860, Queen's counsel in 1872, re-bencher of Lincoln's Inn in 1872, recorder of Carlisle from 1873 to 1880, solicitor general from 1880 to 1885, and was lord high chancellor in 1886 and from 1892 to 1895.

In polities Earon Herschell was liberal, and he represented the city of Durham in the house of commons from 1874 to 1875. He took part in the so-called round table conference on rointment of a royal commission inquire into the working of the me politan board of works Lord Herse was unanimously elected broached. Mr. Rhodes, in conversa- In 1987, during his absence in India. Baron Herschell was elected alderman on the London county council, but he declined to fill the office. Lord Herschell was a man of small stature, of florid complexion and wore the side whiskers which are usually characteristic of the English barrister after his elevation to the bench. Lord Herschell was lord chancellor of Great Britain and was sent to the United States because of his eminent attainments to take a leading part in. the negotiations designed to settle all existing differences between the United States and Canada. During the wintry, weather, when the sidewalks were slippery, he fell heavily as he was about to get into his carriage and broke one of the pelvic bones. He seemed to be progressing favor-ably towards recovery, and was in good health comparatively until about seven o'clock this morning, when he was suddenly stricken with heart failure. Dr. W. W. Johnston was summoned and responded at once. He saw at a glance that the case was a desperate one, and called Dr. Maddox in consultation. The two doctors, two nurses and Lord Herschell's two secretaries, W. Cantwright and M. Wil-liamson, were with him when he died. OTTAWA, March 1.-The news of Lord Herschell's death came as a great shock to the community. The flags were half-masted to his memory. Sir Louis Davies left for Washington this afternoon to attend as the reprethis afternoon to attend as the repre-sentative of the dominion government to the transmission of the remain to England. Lady Herschell is now on the Atlantic, and will not learn the sad tidings of her husband's death until her arrival in New York. WASHINGTON, March 2.—The fu-neral services over the late Baron Farrar Herschell will be as simple as possible. The body will be removed from Cawallers' undertaking estab-lishment, where it now lies, to St John's church Sunday afternoon, and the services, which will be com-menced at 515, will be comand the services, which will be com-menced at 5.15, will be conducted by the Rev. Dr. Alexander MacKiayd Smith, the rector of the church. At the conclusion of the services the re-mains will be taken to New York and will be placed on board a steamer bound for England, probably on Wed-nesday, afternoon. Lady Herschell, will await the arrival of her hus-hend's remains at her home. band's remains at her home. Invitations to attend the funeral Invitations to attend the funeral services have been extended the pre-sident and members of the cabinet, the justices of the supreme court and the dinlomatic corps. LONDON, March 2.—In the house of lords today, Lord Salisbury, re-ferring to the death of Baron Her-schell, said it was a block in the schell, said it was an almost irrepar-able loss. He added: "His great popularity with our kindred race on the other side of the Atlantic had the other side of the Atlanuc had pointed him out for the position he lately occupied and in which he show-ed great self-sacrifice and deep in-terest in the work of which he was carrying to a successful conclusion." The Earl of Kimberley, the liberal eader in the house of lords, paid a similar tribute to the memory of the deceased statesman. Subscribe for the "Seni-Weakly Sun."

number of questions were submitted to the jury, and upon their answers, by a majority of 5 for 2 against the trial judge entered verdict for the defendant. On appeal the supreme court of New Brunswick en banc affirmed the decision of the trial court, but the trial judge, who also sat in the full count, dissented on the ground that the evidence showed culpable negligence by the city, and the answers by the jury were not warranted by the evidence. The appellants ask to have judgment in their favor on the evidence, or else a new trial.

H. H. McLean for appellants; Skinner, Q. C., for the respondent.-Judgment was reserved.

OTTAWA, March 1.-J., H. Ross, commis-slorer of public works: of the Northwest Territories. Hon. David Laird, Indian com-dissioner in Winnipeg, and J. McKenna of the Indian department dave been nemed as the three delegates to negotiate a treaty of pace and amity with the Indians of the Peace River district. Peace River district. J. J. Healy of the North American Trad-ing Co. estimates the cutput of Yukon gold this year as thirty million doffers. The customs revenue last month shows a decline of \$4,089.

OTTAWA, March 2.-The question of the selection of commandant of the Bisley team is attracting a great deal of attention among the volunteers. As mentioned the other day, it is generally conceded that it is the turn of a maritime province man, and lars with one pay roll. Good times in this connection the name of Lieut. are given as the cause.

COLORADO SNOW STORM.

LEADVILLE, Colo, March 2 .- The decks. All the rooms were lighted by srow storm, which began here at midnight Sunday, shows no sign of abatement. The railroads, 'are completely tied up west of this city and are running but few trains east. The outlook here is most discouraging. situated on the main deck. The There has been a loss to this commun ity for a month past of over \$3.000 a day in wages, in addition to heavy losses of mine owners through fallure to make shipments and carry on development work.

ADVANCED EMPLOYES' WAGES.

TORONTO, March 2.-The Massey Harris Co. has advanced the wages of all its employes ten per cent. This makes a difference of a thousand dol-

bright and pleasant. Large deck space was also provided for steerage engers. The boat had accommo dations for 140 first-class passengers. 200 second class and 500 steerage. She carried a crew of about 100 men and was officered as follows: Captain-T. W. Erskine. Chief Officer-Chas. Merrick. Second Officer-W. R. Evans. Third Officer-J. R. Jones.

Fourth Officer-H. Harper. Chief Engineer-W. Evans and four thers.

Purser-Wm. Fisher. Chief Stewart-A. Maxwell. Stewardecces-Mrs. Bruce and two thers.

The cargo taken from this port by the Labrador was valued at \$130,549, as follows: By Schofield & Co., 1,300 sacks of flour, 500 sacks oil cake, 280 do. blood, 872 bxs meats, 50 bbls, glucose, 60 bbls, corn oil (American goods); value, \$49,972. By Schofield & Co., 43,987 bushels wheat, 535 sacks flour, 6.789 maple blocks, 2 cances, 8 cases rubber shoes, 18 pkgs. pulkys, 100 cs. bacon; 1,241 bales hay 'Canadian C. Co., 2 cances; N. A. B. C. Co., 53 cases chair stuff; Bradfoot Box F. Co., 54 pkgs furniture; Dodge Mfg. Co., 70 pkgs. pulleys; McWilliams E. Co., 706 bbls. apples; A. W. Grant, 579 boxes cheese, 162 boxes butter; G. Matthews Co., 108 bxs bacon; Shaw, Cassels & Co., 108 bis bacon: Shaw, Cassels & Co., 50 bbls teather; Dawson C. Co., 294 bbls apples; M. H. Peterson & Co., 1,665 bbls apples; McWilliams & Co., 670 bbls do.; Preston F. Co., 30 pkgs furniture; R. Thompson & Co., 44 bis hams; Bell Organ Co., 35 bis organs; hams; Bell Organ Co., 35 bis organs; D. E. & Co., 5 pkgs; Gilmour & Co., 834 doors; W. M. Mackay, 491,881 feet deels and battens, 21,778 feet scant-ling, 35,165 ft ends (Canactan goods); value, \$80,577.

A Sun reporter saw John Torrance at the Royal last night. He said he knew nothing about the disaster urther than what was contained in the despatches to the Messrs. Schoid. He was unable to say whether there was any insurance on the yessel

MONTREAL, March 1.-The Dominion line received a cable tonight

ercer, G. D. Bowles. Chas. Brown W. D. Hanley

LONDON, March 1 .-- Up to a late hour no further news regarding the wrecked steamer Labrador has been neceived at Lloyds. It is believed. however, that all the passengers are safe.

Skerryvore Rock, where the vessel went ashore, is off Tobermory, a town of Scotland, county of Argyle, on the northeast of the island of Hull.

TOBERMORY, Scotland, March 2 .--Investigation into the wreck of the British steamer Labrador, from St. John, N. B., on February 18 by way of Halifax on February 20 for Liverpool, shows that she ran ashore about tention had been given to light and four miles from Skerryvore on Wednesday morning. Capt. Erskine, her commander, has sent the following despatch to the agents of the steamer at Liverpool:

"The Labrador ran on Mackenzie Rock in a thick fog at 7 o'clock yesterday morning, four miles from Skerryvore. The ship was caught amidships, the seas breaking over her. Holds Nos. 1, 2 and 3 were soon full of water. The passengers and crew were saved in the boats. One boat load was landed at Skerryvore lighthouse. The German steamer Viking picked up the remainder. No steamer is obtainable to return for the passengers. If the ship is not broken up will endeavor to save the mails when a steamer is obtained." The Labrador had a good passage until Sunday, when she entered a fog bank and lost her bearings. Skerry-vore light was mistaken for Innistrahull light on the north of Ireland. Most of the passengers were still in ted when the steamer struck, and there was much excitement, but the reasengers were calmed by the as-surances of the captain. The boats were lowered without a hitch, and all on board left the steamer safely. The passengers and crew lost every-thing they possessed. Captain Er-skine endeavored to save the mails.

but was obliged to abandon them owing to the vessel threatening to break up. The women and children were put in the dirst boat in charge of the fourth officer, the other passen-gers were placed in the second boat under the command of the second officer. The crew of the Labrador then took the other boats, and as they left took the other boats, and as they left the steamer wheat was pouring into the sea from her hold. After three and a half hours had expired the boats met the steamer Viking, from Norwich, which trok them on board, though the operation was dangerous, owing to the heavy swell, the seas breaking over the Viking's funnel. When the Labradon was seen she was settling down by the stern. The raisengers of the steamer are full of praise for the Labrador's officers and orew, and for the conduct of the caprew, and for the conduct of the cap-

tain of the Viking. The passengers of the Labrador have been accommodated at the hotels here and all private houses. The owners of the Labrador Have

caused a tug and divers to be de-spatched to the scene of the wreck in order to salvage the cargo of the TOBERMORY, Scotland, March 2 .-.

DEATH OF MRS MARY O'KEEFE.

Another old resident of St. John died on Wednesday in the person of Mrs. Mary Ann O'Keefe, relict of David O'Keefe. Deceased with her hu O'Keefe. Deceased with her husband, came to this city from Youghal, Ire-land, in 1853, and lived here continu-bushy until her death. Her husband died in 1867. Until five years ago Mrs. O'Keefe conducted a business in the city market. Six daughters and one son, the latter P. J. O'Keefe of the customs service, are left to mourn their loss. Her Jaughters are: Mrs. James Furland of Norfolk, Va.; Mrs. P. Fitzpatrick, Mrs. McFalden and Mrs. O'Fray of St. John; Mrs. P. W. Croft and Mrs. T. J. Kane, both re-siding in Boston. The total number of living descendants-children, grandchildren and great-grandchildren-is about one hundred and sixty, many of them living in the United States. Notwithstanding her advanced age, 76 years, Mrs. O'Keefe was in comparatively good health until a few days ago, and she was conscious to the last.

Read the "Semi-Weekly Sun."

New Laid Eggs 30 Cents Per Dozen! This is the price in St. John today. If your hens are not laying freely buy one of MANN'S GREEN BONE CUTTERS, you will be surprised at the increased production. Prices \$7.50 and \$10.00 each.

W. H. THORNE & CO., Limited Market Square, St. John, AGENTS.