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H. H. GUNTER IS KILLED BY TRAIN AT CAMPBELLTON

Prominent North Shore Lumberman Crushed To Death By Locomotive At Campbellton.

Fredericton Shocked At News of Fatality---Another Evidence of False Economy.

Special to The Standard.

Campbellton, N. B., Nov. 12.—The community was shocked this evening to learn that Herbert H. Gunter, president of the Wm. Richards Co., Ltd., had been crushed to death beneath the wheels of a locomotive at the Mowat Crossing near the I. C. R. station. The news spread like wild fire and groups of men could be heard at every corner and in the stores talking in awe stricken tones of the terrible accident recalling the scenes of a few years ago when news was received of the death of the late Kilgour Shives.

Victoria Street crossing is just at the East entrance of the railway yard, there being five tracks. The local express had just arrived a few minutes previous to the accident, which occurred about 6.30 and a shunter was making up the train for the morning's east bound local. This is done by taking the cars one by one and running down the track to the switch, which is beyond Victoria street, and backing them into the siding on the north of the station platform.

Shunting in Progress.

It appears that Mr. Gunter came down Victoria street just as this shunting was in progress and endeavoring to get through to Water street, met his death, the tender and three wheels of the engine passing over him. When first aid came to him he was pinned beneath one of the driving wheels of the engine, and life was extinct. Some difficulty was found in removing the body which was not accomplished until about half an hour had elapsed, after which it was taken to Undertaker Graham's rooms on Water street.

Mr. Gunter was a genial kind hearted man, and very popular with all who knew him. No man ever applied to him for assistance in vain and since coming to Campbellton two years ago, he has made hosts of friends who will deeply regret his untimely death. For a number of years he resided at Bolestown, where he conducted the part of the business for the Richards concern. Previous to coming to this town he lived at Fredericton, and in fact his family are residing there still, with the exception of one son, William who is employed in the company's office here and who is now on a visit to his home, having left here yesterday morning for Fredericton. The deceased was made president of the company after the death of Wm. Richards and subsequent to the sale of their Miramichi and Nashwaak interests to the Miramichi Lumber Co., Mr. Gunter came to Campbellton to conduct the business here. The remains will be taken to Fredericton tomorrow morning for burial.

An Inquest.

An inquiry was made into the cause of the accident tonight by Coroner Doherty. Only one person was on the scene at the time and his testimony was that the deceased in crossing the track slipped and fell and as he was on the opposite side to the driver, the engine was upon him before he could get out of the way.

The accident has called forth many expressions of disapproval of the I. C. R. Board of Management in doing away with the lights in the yard on the ground of economy. Up to a couple of months ago there were two arc lamps which served to keep the yard and the crossing well lighted but whether the accident would have happened or not if the lights had not been ordered out is rather difficult to determine under the circumstances.

At all events it is claimed it was almost impossible to see anything just at this point and the railway authorities are being strongly censured for what is claimed false economy.

Another matter which is being sharply critisized to the placing of so many tracks across Victoria street. When the work was started the Board of Trade made a strong protest against it without avail. It has been claimed since that the railway should place gates at this crossing with a man on guard in order to ensure safety of the public.

Fredericton, N. B., Nov. 12.—News of the tragic death at Campbellton today of Herbert H. Gunter, the well known local lumberman, caused a grea sensation here when word was received by his family this evening. The sad affair has been practically the sole topic of conversation about the hotels and other public places tonight and the entire comunity is shocked.

The late Mr. Gunter was one of the most prominent lumbermen operating on the North Shore. He was president of the William Richards Co., and when they sold the Miramichi interests to the International Paper Co. consumating one of the biggest lumber land deals in recent years in New Brunswick. Mr. Gunter removed here with his family from Bolestown. The Richards Company business has since that time been confined principally to company operating big mill at Campbellton. It was one of his regular business trips that caused Mr. Gunter to be in in Campbellton. He had intended to return here in a few days. Only a few weeks ago Mr. Gunter returned from California where Mrs. William D. Richards, his only sister, died suddenly following an operation in the Sacremento Hospital.

The late Mr. Guntre was a native of the Nashwaak Valley, 47 years old, and besides his mother is survived by his widow and two sons, William, who was in business with his father, and Ralph, a student at the Fredericton High school.

The deceased was said to be worth between $200,000 and $300,000.

GIANT MERGER IS ALL BUT SETTLED

Negotiations Between Representative Holders Of Steel And Coal Stock Being Brought To a Close—Finishing Touches Expected Today—New Company To Be Known As The Canada Steel Corporation—The Basis Of The Deal.

Special to The Standard.

Montreal, Que., Nov. 12.—The negotiations which have been going on during the past few days between Mr. E. R. Wood and Col. Sir Henry Pellat, representing a syndicate of Toronto molders of steel and coal, and Mr. James Ross, president of the Dominion Coal Company, represented by Mr. Charles H. Cahan, in a legal capacity, were brought very near to a close this evening and the finishing touches, It is expected, will be put on the agreement tomorrow morning. It is authoratatively stated that the result of the negotiations in question will be the passing of a portion of Mr. James Ross' holding in the Dominion Coal Company, the whole of which represents a par value of $5,000,000 to the syndicate at a price somewhat under par.

The Closing Merger.

It may also be added that the merger of the Dominion Coal Company and the Dominion Irno and Steel Company into one great company to be known as the Canada Steel Corporation is now nearer an accomplished fact than ever before. In fact as soon as the transfer of this large block of coal stock is made active steps will be taken to bring about the union of the two companies, although it can be said that no basis as to prices of the two companies entering the merger has yet been reached or discussed.

The statement that Mr. Ross would part with his entire holdings in the Dominion Coal Company is by no means correct, for it can be stated that the president of that company will still probably be the largest individual holder of coal when negotiations are opened for the uniting of the two corporations. It is also denied that Mr. Ross receives pay for the large block he is selling to the syndicate, although it is understood that the price paid the president is not

Will Not Sell.

It is likewise stated on the very best authority that before Mr. James Ross would sell a share of his coal common, gentlemen representing holdings to the value of $8,000,000 assured the president that they would not sell their stock even if par were offered, deciding to run their chances of becoming a part of a greater corporation created out of these two great Canadian Companies.

Consequently the president was relieved of the obligation which he for a long time felt that he was in duty bound to protect the minority shareholders who had so loyally stood by him during the protracted difficulties with the other company.

Col. Sir Henry Pellat left for Toronto last evening while Mr. Wood remained in the city to see the end of an agrement that has created the greatest interest in the commercial and financial community.

JAMAICA IS STORM SWEPT

Fragmentary Reports Trickling Through, Tell Of Much Damage In Wake Of Southern Gale.

Kingston, Ja., Nov. 12.—From the fragmentary reports which are arriving here from the countryside, it is certain the damage resulting from the storm, and the floods which have raged throughout the island since last Friday is enormous. The greater portion of the railway and the coastline on the north side of the island have been seriously damaged. Landslides are numerous on the main railroad, and communication has been completely cut off. Many bridges also have been carried away.

Property in and around Kingston has suffered severely, the damage sustained thus far being estimated at $500,000. The in-take and the main culverts of the city's water supply system have been destroyed, and owing to the continued downpour in it has been impossible to effect repairs.

The record rainfall from November 6, to November 10 was 48 inches. There are no signs yet of the weather breaking.

Communication was established today with the north coast by steamer.

The military cantonment in the mountains has been cut off from communication since last Saturday.

All telegraph wires are down and messages are being sent from Kingston to the cable hut by boat.

The banana plantations in the north and northeastern portions of the island have been badly hit by the storm Thousands of acres of trees have been levelled, and the fruit trade is at a standstill, for it is impossible to get the bananas to the ports for shipment

The United Fruit Company's steamer Bradford, which went ashore at Port Antonio, is a total wreck.

The steamer Bradford was built at Copenhagen in 1904. She is of 911 tons net register and is owned by M. Jebsen, of Hamburg.

HALIFAX MAN A DEFAULTER

Mr. M. C. MacLennan Leaves Citadel City In Hurry And Insurance Company In Hole. —Was a Minister Once.

Special to The Standard.

Halifax, Nov. 12.—Mr. G. S. Craig, superintendent of the Excelsior Insurance Society, of Toronto, who has been in Halifax ten days checking the accounts of Mr. M. C. MacLennan, the Halifax manager of the company, today declared that Mr. MacLennan was a defaulter to the tune of $3000.

Mr. Craig, who held Mr. MacLennan greatly in respect as a business man, was very much grieved over the wrong-doing of the late manager. He said he never suspected him of anything unworthy until about six or seven weeks ago, when Mr. MacLennan appeared to have gone entirely to the bad. His ample income was sufficient for the carrying out of such practices as he then indulged in. Lavish donations were made to different women by the manager who appropriated the funds of the company to his own use. Mr. MacLennan was always a good business man and when he made up his mind to misappropriate the funds of his company he became very active in collecting premiums and securing new business.

Held Back Returns.

During the past six weeks he had held back his returns and when suspicion was aroused through this action he forsook his wife and fled with another woman, first raising money on his furniture in every available way. He probably took very little money with him having given it away to women in this city.

Mr. MacLennan appears to have gone to the United States. He is reported to have been seen in Boston a week or so ago but Mr. A. J. Bell, the local agent of the Dominion of Canada Guarantee Company, in which company the Excelsior Company was protected to the extent of $1,000 was unable to give any definite information this morning. It is understood, however, that the Guarantee Company is on MacLennan's trail and expect to secure him shortly. The books were found to be perfectly correct up to the time when MacLennan evidently decided to leave the city, about six weeks previous to his departure. Mr. MacLennan was at one time a Presbyterian minister, having had charge of a congregation in Ontario. He is the son of a Presbyterian minister, has a brother a Presbyterian minister, and two sisters married to Presbyterian ministers.

HARROD'S STORES TO OPERATE IN CANADA.

London, Noy. 12.—It is learned on what seems good authority that Harrod's Stores, Limited, which is one of London's greatest emporiums, has offered the Hudson Bay Company £1,000,000 for its stores in Canada.

Auditor General Criticizes Dealings Of Government With The Dredging Ring

Objects To Certain Transactions Made By The Department In West Side Dredging.

Interesting Information For St. John Readers In Report of Government Official.

Special to The Standard.

Ottawa, Nov. 12.—The Auditor General's report contains a long correspondence on the subject of the dredging of the No. 6 berth, Sand Point slip, St. John. It begins on March 27, 1909, when the Maritime Dredging and Construction Company applied for a payment of $12,952. Mr. Scammell, the engineer, placed a price on the removal of large boulders at $19.90 a cubic yard. The Auditor General states that he is not satisfied with the fairness of this price, and observes:

"The boulders covered by the Maritime Company's claim were found on both sides of the line between the Dominion Dredging Company's work and that of Mr. Mayes', but Engineer Scammell demonstrates that they must have all been left by Mr. Mayes' dredge. Although settlement is made by scow measurement of excavation, the purpose of the contracts is to secure safe and deep navigation. If this result has not been reached owing to a contractor's negligence, a fine should be imposed on him." He also complains that some very large boulders had not been removed, but had been thrown into adjoining holes, so that if dredging to a further depth becomes necessary, they must be handled again.

The Price Fair.

The Maritime Dredging and Construction Company replied on April 6, arguing that the great bulk of its work was in handling boulders and that the price was fair. The handling of the big boulders is thus explained:

The boulders lettered N and O on sheet No. 7 were not taken to the place for deposit of spoil, some three miles distant, owing to the fact that there were no appliances available to lift these stones out of the water so that they might be placed on board of a lighter and removed. The city officials were pressing for the use of the berth, and after full discussion with the late superintendent of dredges and the contractors, it was deemed advisable to dredge out the hole to a sufficient depth so that in the event of the breaking of the chains while lifting the boulder, it would be dropped into it. It is estimated that the boulder weighed in the vicinity of 300 tons. Each time the sling chains were attached by the diver and the strain put upon them, the moment the engine started they invariably broke.

Rise of Tide.

It was finally decided to allow the rise of the tide to exert its influence and after placing the sling around the boulder at low water, the slack from the chains was taken up and the tide rose, the stone was broken out from its bed and gradually lifted. It was then moved over to the hole prepared for it in the event of accident, and as soon as the hoisting engine started in the endeavor to place the boulder on the lighter, the strain became too great, parting the chain, and depositing the boulder in a depth, as stated, of 36 feet at low water. This was quite suited, not only to the present depth required, but for subsequent dredging as well as the extension of the dock system in St. John, now under way, and will care for the deeper draught steamers and it is not probable that a greater depth than 30 feet will ever be required at No. 6 berth.

The Deductions.

The auditor general in his reply insisted on two deductions one of $750 for the services of the dredge W. S. Fielding, and another to be calculated by the department for shortage of work performed in not carrying the boulders out to sea. Mr. Scammell thereupon placed the deduction of the shortage at $31.25.

Another St. John matter which appears is the dredging on the western side of the harbor. Mr. Fraser wrote on August 24 last with regard to the

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IS ASQUITH TO RESIGN

London, Nov. 12.—A report is current here to the effect that should the House of Lords reject the budget Premier Asquith and his cabinet will immediately resign, with the object of throwing upon the Conservative leaders the onus of providing for the country's financial needs.

Whether or not this report is well founded, Lord Lansdowne's delay in presenting the expected resolution of rejection of the budget has given rise to the idea that a closer realization of the financial confusion is bound to follow.

The question of the rejection of the budget is giving the responsible Unionist leaders time for a pause for reflection. While it is known that many influential men on the Unionist side are averse to accepting the risks of the almost unprecedented course of rejecting the budget, the leading financial weekly, the Economist, devoted an article to the question, pointing out the extraordinary situation that would follow such action.

MINISTER FAILS TO DENY CHARGES

Mr. Aylesworth Unable To Circumvent Opposition Charges In British Columbia Appointments—Rumors That Judgeships Have Been Held Out Is Uncontroverted — Parliament In Short Session Yesterday.

Special to The Standard.

Ottawa, Ont., Nov. 12.—The House sat for an hour today, the Opposition raising the question of delay in the appointment of judges to the British Columbia Court of Appeal.

Mr. Aylesowrth in replying conspicuously failed to deny the charge that several Liberal candidates now offering themselves for election in the Provincial contest have been promised seats on the court if they are defeated.

Mr. Borden brought the matter up on a motion to adjourn after routine proceedings.

Passed Legislation.

The British Columbia legislature, Mr. Borden showed, passed legislation establishing a court of appeal so long ago as 1907.

The necessary federal act consequent on this was passed in 1908. Last May the British Columbia Government sent to the Dominion Government formal notice that the Provincial act would be brought into force by September 1, 1909, thus giving ample notice to the Dominion Government to effect the appointment of the four judges who are needed to complete the court.

The proclamation was duly issued and now jurisdiction has been transferred from the older tribunals to this new court. The new court should have begun work on Nov. 2 last, yet no appointment has been made. Why this delay? Mr. Borden asked.

Rumor in British Columbia has it that these appointments have been used to influence persons to enter the present Provincial campaign. Had the Government made any promises direct or indirect, of this nature? Why had the Government delayed so long, allowing ten or eleven weeks to elapse during which busines had been brought to a standstill.

Mr. Aylesworth's Reply.

Mr. Aylesworth admitted that he had known from an interview with Mr. McBride that such an act was to be passed in 1907 but the Dominion session closed too early to enable the necessary legislation to be passed in that same year of 1907. Notwithstanding the fact that the British Columbia Government had not brought the new act into force, the Dominion Parliament passed the necessary legislation in 1908.

That statute needed to be brought into effect by proclamation. Why had nothing been done by the British Columbia Government in 1908?

Mr. Aylesworth suggested that it had kept the matter open hoping for a Conservative victory in October 1908. The Government had received no written notice of the intention of the British Columbia Government. In April or May he had been visited by the Attorney General of that province and was under the opinion that the British Columbia proclamation would issue at once. It did not, and he formed the idea that the Provincial Government had changed its mind, had abandoned the project and decided to try a different plan of reorganizing the judicial body. On his return from Europe four weeks ago, he found that the British Columbia Government had acted. Ten days after his return, he had received a telegram from the Provincial Attorney General stating that the new court was to begin work on Nov. 2. He found however that the court could hold special sittings and availed himself of this to go into the whole question of appointments. He was not ready to make recommendations, but hoped to do so by the end of the month.

Objected to Delay.

Mr. Burrell (Yale Cariboo), objected to the laws delays and observed that at present as a result of this delay no litigant in British Columbia can appeal a case. He also pointed out the manner in which judicial appointments have been bandied about, and the frequency of shuffles from the bench to the political arena and from the poli-

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CONSERVATIVES AND DEFENCE

Party Caucus Held Yesterday At Ottawa Decide To Withhold Judgment On Defence Policy Of Government.

Special to The Standard.

Ottawa, Ont., Nov. 12.—That the Conservative members of the House of Commons are united in loyalty to their leader, Mr. R. L. Borden, was clearly demonstrated at the caucus held here today. Conservative members of both Houses of Parliament assembled in the morning to discuss the usual programme of the Government and other questions to be taken up this session. The arrival of Mr. Borden was the signal for an outburst of applause. The views of a number of members were heard and the caucus adjourned to continue its deliberations this evening.

No Definite Policy.

A further exposition of the views of representatives of different sections of the country were heard in the evening, and it was then decided to formulate no definite policy with regard to naval defense until Sir Wilfrid Laurier had announced the details of the programme of the Government. Until this information was obtained it was felt that the Opposition was without the requisite material upon which to base its conclusions on the subject. Before concluding its labors the caucus placed the preparations for the party convention to be held in the near future, in the hands of a sub-committee. The meeting then adjourned and the enthusiastic cheers of its members awoke the echoes in the quiet corridors of the Parliament Building. Senator Baker, of Mississiquo, presided over the caucus.

BUMPER ROOT AND SEED CROP

Census Office Publishes Statement Of Root, Seed And Fodder Crops Of Canada—The Potato Yield And Rot.

Special to The Standard.

Ottawa, Ont., Nov. 12.—The census office gives out today a statement of the root, seed and fodder crops of Canada for the month of October, together with their values as reported by the regular correspondents.

The yield of potatoes is 99,087,000 bushel which is 22,697,000 bushels more than last year. Turnips are reported at 107,724,000 bushels being 5,476,000 bushels more than last year. The hay and clover crop is 427,000 tons more than last year, its total yield being 11,877,000 tons. Fodder corn shows a decrease of 149,000 tons, the crop being 2,780,000 tons.

Average Condition.

The average condition of potatoes over Canada is 93.98 per cent of turnips and other roots 91.64 per cent, of hay and clover 88.68 per cent, and of Fodder corn 90.68 per cent.

The total value of the four crops is $202,473,700, as against $186,595,000 last year. Prince Edward Island is credited with $5,748,500 or 2.83 per cent of the total; $18,741,300 or 9.25 per cent; New Brunswick with $13,497,900 or 6.61 per cent; Quebec with $59,952,000 or 29.69 per cent; Ontario with $97,475,000 or 48.15 per cent; Manitoba with $2,886,500 or 1.42 per cent; Sask., with $1,896,500 or 0.93 per cent and Alberta with $2,276,000 or 1.12 per cent. The value of hay and clover alone is $132,289,000 being $10,403,000 more than last year.

The potato rot has done much harm in the Maritime Provinces as a consequence of the heavy fall rains; but in Quebec and Ontario the yield and quality rank high.

Good reports are also made for the Northwest provinces, but considerable damage has been done there in places by early frost in September.

In British Columbia all the crops are reported as excellent in quality and yield, but no areas have been procured for that province.

The full report on the fodder crops will be printed in the Census and Statistic monthly.

DEAD MEN ARE HELD TO BLAME FOR DISASTER

Commissioner Lugar Decided That Captain of Hestia Was Responsible For Her End.

Practice of Halting Full Investigation Is Continued --- Another Enquiry To Be Instituted.

Special to The Standard.

Montreal, Nov. 12.—This court is of the opinion that the causes which led to the foundering of the steamship Hestia on the Old Proprietor ledge were:—

1—An error in the compass, due probably to what is known as Gasson's error, aided probably by the fact that the vessel carried a cargo of 800 tons of iron.

2—The neglect of the master to take soundings when in sight of the Gannet Rock.

3—The fact that not sufficient allowance was made for the tides and the set of the wind.

4—An error of judgment on the part of the master in allowing his ship to get the bearing of the Gannet Rock light to south west of west magnetic. It must be borne in mind that the ship was only five and a half miles from Gannet Rock when she struck.

A Foregone Conclusion.

As was a foregone conclusion from the statements of the special wreck commissioner yesterday, the inquiry into the wreck of the Donaldson steamer Hestia, which went on the rocks of the Grand Manan on Oct. 25, last, resulted in the commissioner and his advisers finding that the accident was due to the captain's failure to take soundings when in sight of Gannet Rock, a compass error due probably to a Gasson's error, insufficient allowance being made for wind and tides, and allowing the ship too near to Gannet Rock.

This finding is fully in accordance with the opinions expressed by the commissioner, Captain Lugar, yesterday. It is significant, however, that this morning the commissioner refused to allow of the introduction as evidence of a memorandum found on the seaman who was steering the ship when she struck and gives his course at the time of the wreck. This paper was taken from the dead body of the seamen, and sent here from Halifax. Commissioner Lugar, however, after objections on the part of Mr. Louis Boyer, Government advocate, declined to allow its admission ruling that it was of no value.

Another Fact.

Another significent fact is that an advertisement in the St. John Globe, dated January 26 last, was produced this morning in which the Marine Department gave formal notice that the Old Proprietor buoy was out of order and an undertaking that it would be put right immediately. This bears out the statement made yesterday by Captain Gillies that the Marine Department has neglected for ten months to do anything to put the buoy in order, after having promised to do it immediately.

All attempts to secure and introduce evidence with reference to the failure of the light houses to take note of this ship's distress signals and the delay in sending relief were disallowed.

It seems fortunate that the commissioner has stated that the Government will hold another inquiry, the legal representatives of the ship owners and the officers and men hold, as both they and the representatives of the shipping federation are determined to sift this to the bottom all the charges of neglect arising out of this sad fatality.

It was notable that although that the Commissioner ruled that the question of the condition of the tides at the time of the wreck was one outside the scope of the inquiry, the finding of the court specifically introduced this very question.

No Evidence.

No evidence was heard this morning, the time of the court being taken up by counsels addresses and discussions as the scope of the inquiry.

Mr. A. R. Holden, representing the Shipping Federation of Canada, opened the argument this morning by introducing as evidence a paragraph from the St. John Globe, of January 26th last, which stated that it was reported that the Old Proprietor buoy was either without light or adrift. The paragraph added that the buoy would be attended to immediately.

Mr. Boyer, representing the Department of Marine and Fisheries, objected to the introduction of this, claiming that it had already been proved that the buoy was without light on the night of the wreck, and that the inquiry had nothing to do with the state of the buoy last January. To this the commissioner agreed, and the newspaper paragraph was not admitted as evidence.

Mr. Meredith, K. C., also representing the Shipping Federation of Canada asked that more evidence be heard in regard to the conduct of those on