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SAINT JOHN, FRIDAY MORNING, OCT. 8, 1909.

met and the fatality occurred.

When the inquest is held it will be found why the

When the inquest is held it will be found why the express train was allowed to leave Jacquet River when it was not known whether the track to the next station had a train on it. There was always the possibility that some accident might delay the freight. The chance that this one would have had no trouble and have got into the siding on time was hardly a safe one to take at such an awful risk.

The suggestion that an inquest might not be thought necessary is one which happily has been disregaired. Investigations into fatal railway accidents by the officials of the railway have been found highly unsatisfactory. This is a case that calls for a public investigation and that of the most thorough kind. The perfunctory inquiry ending with a statement that the dead med were killed in a railway accident has become rather commor, but is not useful.

To the position of Mr. Pugsley in respect to the Valley afternoon. Dr. F. L. Kenney has decided that an inquest is unnecessary.

The railway is to be a trunk line connecting with Western systems. Still it is not a Dominion work but one on which happily has been disregaired. It is necessary that it shall have lower grades than any trunk system in Canada, lower than the Grand any trunk system in Canada, lower than the Grand afternoon. Dr. F. L. Kenney has decided that an inquest is unnecessary.

An Addition to the Force.

Mr. John F. Sheehan was sworn in yesterday as policeman, and will be a valuable acquisition to the force. It is necessary that it shall have lower grades than any trunk system in Canada, lower than the Grand and trunk system in Canada, lower than the Grand and trunk system in Canada, lower than the Grand and trunk system in Canada, lower than the Grand and trunk system in Canada, lower than the Grand and trunk system in Canada, lower than the Grand and trunk system in Canada, lower than the Grand and trunk system in Canada, lower than the grand and is 5 feet 10 inches in the province which is costing \$60,000 pounds and is 5 feet 10 inches in the system in Cana

A report from Campbellton says that the accident, would not have occurred had there been a night clerk would not have occurred had there been a night clerk would not have occurred had there been a night clerk would not have occurred had there been a night clerk would not have occurred had there been a night clerk would not have occurred had there been a night clerk would not have occurred had there been a night clerk would not have occurred had there been a night clerk would not have occurred to the passed by the stoperate.

The Provincial Government of the property of the provincial Government, before the Dominion can be expected to answer the simple question whether it will operate a railway of any kind on any terms as of closing important stations at five or six o'clock in the afternoon, when several trains are to pass or stop during the evening. This withdrawal of the staff while a large part of the traffic of the day remains to be done, is not only inconvenient to the public, but an invitation to disaster. Trains arrive at stations and carp not learn where the trak is clear. If there is delay the train officers cannot inform the train despatchers elsewhere. It may be that this last fatal occurrence is not due to the decision of the management to save the expense of an officer at one of the stations. But it is important that the cause should be fully and publicly sxplained.

In Government to Department of Railways to operate.

The Provincial Government and go, the character of a railway which be department of the railway, and go the character of the railway, and go the ch

LIQUOR IN THE PARLIAMENT BUILDINGS.

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THE WEST INDIA SUGAR PREFERENCE.

The Montreal sugar refiners emphatically declare nat neither they nor the consumers get the benefit of the sugar preference given to the West Indies. They say that pen market paying the full general tariff. This state ne with certain evidence given in Halifax

It may be remembered that a year after the violating and a preference was given, the planters in the British Islands made complaint against the course that the trade had taken. They protested that while the preference had been given ostensibly as a concession to preference had been given oscensibly as a concession to the West India sugar producers to enable them to meet certain unfortunate conditions they had not got the full benefit of it. Instead of increasing the price of raw sugar by the full amount of the preference, the Canadian refiners had only raised the price by half that amount, claiming the other half as the Canadian share. Then the planters discovered that the remedy was in their own hands, and they have established a selling combine which exacts the full preference in addition to the regu-lar price in the market of the world. If Canadians do not buy from them, but go to foreign colonies or states, they must pay the general tariff, which comes

THE RAILWAY ACCIDENT.

The head-on collision and wreck of two trains on from the British West Indies and British Guiana, and as OF LOCAL IN the Intercolonial Wednesday morning was one of the intercolonial Wednesday morning was one of the most serious disasters that have occurred on the road slightly over 30 cents per 100 pounds, the people of this most serious disasters that have occurred on the road in recent times. Three lives were lost, and several persons seriously injured. The loss of property is not to be compared with the loss of property is not to be compared with the loss of life, but this destruction was serious. Moreover the accident was distinctly an inmistakably an avoidable one.

So far as the facts are known a westbound train was allowed to leave a station after an eastbound train had left the next one westward that had an operator or atter dant. Between these two guarded points the trains hal to cross. Four miles from one of them was a siding on which one train was to go so that the other could pass. Before the siding was reached by the traing that had to go on it, the other train was met and the fatality occurred.

re killed in a railway accident has become rather annor, but is not useful.

A report from Campbellton says that the accident character of a railway which the Department of Railways

loss by the sudden death of Hon. W. T. Pipes, Attorney General. Mr. Pipes had not the strong desire for, or General. Mr. Pipes had not the strong design of the interest in, public fife which is necessary to complete interest in, public fife which is necessary to complete interest in, public fife which is necessary to complete interest in the in An extraordinary thing occurred in the Presbyterian by success. Yet he has exercised a strong influence in Too Synod yesterday. A committee submitted a resolution regretting that liquor was sold in the precincts of the twenty-eight Mr. Pipes made a strong candidate against Houses of Parliament. Senator McGregor of New Glassian Sir Charles Tupper. At thirty-two he was returned to H. reporting, the interpretation of the precision of the precision of the process of the Holoses of Parliament. Senator McGreeor of New Glass and the Holoses of Parliament. Senator McGreeor of New Glass and the Holoses of Parliament. Senator McGreeor of New Glass and the Holoses of Parliament. Senator McGreeor of New Glass and the Holoses of Parliament. Senator McGreeor Senator M

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OF LOCAL INTEREST.

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The Late Mr. F. T. Dodge.

The funeral of Mr. Frederick T. Dodge, who died suddenly on Wednesday evening on his way home from his business, will be held this afternoon. Dr. F. L. Kenney has decided that an inquest is unnecessary.

After Forty Years.

Mr. David Moore of Peabody,
Mass., and his niece Mrs. J. B. Kelley, of Gardner, Mass., are in the
city, the guests of Mr. Benjamin
Moore, Marsh Road. It is more than
forty years since Mr. Moore left this
city, and settled in the States, where
he has met w... success as a baker.

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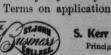
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I. Teed Co., and
Coughin, daughter
Jeremiah Coughlin
Because of a r
groom's family, it
very quiet. Rev.
assisted by Rev. (
The bride was a
ter, Miss Agatha
groom was suppor UNITED STAT GREAT

Zurich, Oct. 7.ts toasting Amer pion balloonist, I after a remarks struggle against v has carried off fit ternational balloo don-Bennett cup, Zurich to the horoth of Warsaw The official class been announced, that Mix coveres tween 1045 kilom and 1120 kilome Alfred LeBlanc, placed second, w kilometres (517.3 one of the Swis 800 kilometres (57.3 cne of the Sw