

RACED 240 MILES IN AN AUTO. How Two American Women Went From Paris to Cherbourg. 45 Miles an Hour in Storm - Mrs. Dillon and Her Mother Made a Perilous Trip and Beat a Railroad Train.

(Brooklyn Eagle.) The American Line steamship St. Louis arrived yesterday afternoon from Cherbourg, France, bringing in full cabin passengers and a mother-in-law, Mrs. L. H. Lintner. Dr. Dillon is the state entomologist at Louisiana, and is hurrying back to New Orleans to help fight the yellow fever epidemic. Mrs. Dillon told on shipboard, as the St. Louis steamed up the bay, a remarkable story of how she and her mother-in-law had not been for her powers of persuasion and a plentiful supply of money, she would have been compelled to follow her husband on another ship.

When the party left Paris Dr. Dillon went on ahead on the first section of the train, to look out for the baggage. Mrs. Dillon and her mother got on a train, but just as it was about to start they learned that they were on the train for London, and that the second section of the Cherbourg train had gone. Here was a dilemma. There was no means of reaching the ship on regular trains, so Mrs. Dillon interviewed the railroad people, with the request for a special train.

This request, they said, was preposterous. They could not make a special train for any one who might ask. Besides, it would be contrary to rules. "Hired a motor car for the trip."

"In America our men don't sit quietly and say a thing can't be done or that it is contrary to rules. They go ahead and do it," said Mrs. Dillon in reply.

A clerk who was sitting near by and who had overheard the conversation suggested that there was a possibility of catching the steamship in a motor car.

"Impossible," said the official, "a train could not do it."

Nevertheless, the hint was a good one, and Mrs. Dillon acted on it. Several garrulous were visited and finally one was found the manager of which would essay the trip.

The time was getting shorter each minute, and Mrs. Dillon acted on it. Several garrulous were visited and finally one was found the manager of which would essay the trip.

This Mrs. Dillon readily granted. A brand-new forty-horse power machine was hurried out, and two chauffeurs were placed in charge to relieve each other for the trip.

The distance is 40 miles by road, and this the machine covered in five hours and twenty minutes, or an average speed of forty-five miles an hour. There was a cover to the machine, but this the chauffeurs would not raise, as he said it would retard the speed of the car too much.

COVERED WITH MUD, AND RAIN BEATING UPON THEM, THEY ARRIVED AT THE RAILROAD TRAIN.

Speaking of the trip, Mrs. Dillon said that it was worse than her idea of purgatory. It was raining when they started, and the flying mud covered her and her mother. The rain beating in their faces so that they could scarcely breathe.

Four steps were made on the way for gasoline, and the machine finished without a mishap of any seriousness. Mrs. Dillon and her mother arriving about twenty minutes before the train, which had left some time ahead, but which had been delayed for about forty-five minutes en route.

Mrs. Dillon had telegraphed ahead that she had missed the train, and to hold the steamship, but Dr. Dillon was told that this would be impossible, as they said they had come down the boat which knew of the train which was being made, and as the time drew near many eyes watched the road leading down to the pier. Those who were there saw the machine come down the slope on two wheels, as it rounded the curve at the crown.

KILLED TWO DOGS AND UPSET A PEASANT.

The only incidents of the trip, said Mrs. Dillon, were that when about forty miles from Paris they killed two dogs which were fighting in the road. A few miles farther in a peasant was struck by his car. He was flung to the ditch but was not hurt.

The first move of the general commission on municipal ownership and co-operation of public utilities, appointed by the national city federation will be made at a meeting called for Oct. 5 at Columbia University. It is proposed to then appoint a sub-committee of nine to be sent to Europe for four months to investigate the results of municipal ownership abroad. A similar committee will make inquiries in this country.

The attorney general of N. B. v. the St. John Lumber Company. This case, which has attracted so much attention both on account of its importance to the lumbering industry and because it involves an interpretation of the Ashburton treaty, came up for hearing at the regular sitting of the equity court in St. John Tuesday before Judge Barker. The answer of the defendant company to the information of the attorney general was read by Mr. Powell, and John D. Colwell, the first witness for the plaintiffs, gave his direct testimony, in which he stated that the defendant company had erected booms and other works of the St. John Lumber Co. had obstructed the navigation of the river and delayed the driving of logs destined for St. John and other points below Van Buren, while the N. B. lumber operators were put to expense to see that their logs came through the booms and were not held up and appropriated by the Maine lumber company.

The origin of the case will be recalled when it is remembered that the defendant is obliged to resort to dynamite to gain a free passage past the Van Buren Co.'s booms for the logs of the Madawaska Log Driving Co., which company has the right to navigate the river, the N. B. operators, following on this violence and threats of more violence the provincial government refused to take up the matter in their executive capacity, but the attorney general in August, applied to the supreme court in equity for a preliminary injunction restraining the St. John Lumber Company from maintaining their booms, sorting booms, etc., on the St. John river above Van Buren. This application was dropped, as Judge Barker did not consider the matter pressing enough to warrant such a decree.

The question now to be decided is whether a permanent injunction will be granted preventing the defendants from keeping their booms in the river. This case does not involve the Van Buren company, although the principle is the same.

One of the contentions of the attorney general is that the acts of the defendants constitute a violation of the Ashburton treaty, one section of which reads as follows: "In order to promote the interests and encourage the industry of all the inhabitants of the counties tributaries by the River St. John and its tributaries, whether living in the Province of Maine or the province of New Brunswick, it is agreed that where by the provisions of the present treaty the River St. John is declared to be the line of boundary, the navigation of said river shall be free and open to all parties and shall in no way be obstructed by either."

The main contention, of course, is that the booms are a nuisance in law, inasmuch as they interfere with the navigation of the river for logs and other purposes.

The defendants in their answer admit having placed nine large permanent piles in the river two miles above Van Buren, and connecting them with the main piles, and the object being to collect logs coming down river. This boom completely closes the river between Reed's Island and the Maine shore. They also boom the parties farther up the river, and what is known as Crook's Island, which is the channel of the river at that point. These piles are about forty-five feet high and are about six feet wide, and built to remain permanently. It is stated, however, that the boom can be opened so as to permit rafts, boats and logs to pass through. It is here that the defendant claims that the logs take place. The logs are first diverted by sheer booms to that part of the river between Crook's Island and the Maine shore. Here they are sorted, the defendants' logs are driven into their boom at Reed's Island preparatory to being sawed in the defendants' mill at Van Buren, and the logs are allowed to pass through what is called the sorting gap or opening in the Crook Island boom, and continue their way down river. The assorting of logs is done by men standing on bridges over the assorting gap, who send logs marked for the defendants into the defendants' boom.

The defendants state that all the sheer booms allow sufficient space for the navigation of the river by rafts, scows or boats.

One of the chief points taken by the attorney general is that from the manner in which the sorting of logs has been done there has been great delay and consequent damage to St. John lumbermen. In 1904 it is charged that the St. John Lumber Co. held up about twenty-five million feet of lumber that belonged to other lumbermen for upwards of twelve days, and a large quantity of this lumber they appropriated and sawed up. The defendants practically admit this in their answer, but say that their booms were overloaded by a jam up river, which broke suddenly, throwing twenty-five million feet of logs into their assorting booms, and that after the assorting, some logs which did not belong to them came into their booms on account of defective construction of the upper booms and were sawed up at their mill. Some of these logs, the defendants admit, belonged to Geo. A. Cushing, some to Murray & Gregory, some to the Barkers, some to V. S. White & Co., some to the Morrisons, and some to Charles Miller.

The defendants state that they propose to continue all their present piles and booms, and admit this will wholly obstruct navigation between Reed's Island and the American shore. They claim the right to do so because they are riparian proprietors and owners of the bed of the stream where the piles are, and secondly, by virtue of two

St. John River Lumber Case Will Go To Supreme Court.

Counsel For Both Parties Agree to State a Case to be Submitted for Judgment at the January Session.

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defendants are similar in principle to those on other rivers in Canada and the United States.

Mr. Randall, continuing, said that the logs on the Kennebec were sorted twelve or fifteen times by the owners on different points of the river. In one day on the Kennebec at the first sorting place 18,000 pieces would be assorted, the maximum being 25,000 pieces. The mill owners apply to the Maine legislature for authority to maintain piers and booms in the river.

On cross-examination by the attorney general, witness stated that the Kennebec Log Driving Co. had a by-law that watchmen should be kept at the assorting works to see that the logs of the different owners went through. The sorting traps, in his opinion, did not delay the logs. No sorting was done at night, but logs were held over until the next day.

To Mr. Powell witness said this delay was not a hindrance to the help to log navigation afforded by the sheer booms, which kept the logs in the middle of the stream and facilitate driving.

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INJUNCTION FOR ROYAL ARGANUM KING'S COUNTY CIRCUIT COURT.

To Restrain Council From Enforcing New Rates. Representatives of Subordinate Councils From Seven Different States Decide to Take Legal Action at Once.

NEW YORK, Sept. 20.—A meeting was held last night of the executive committee appointed yesterday by representatives of the protesting state committees from subordinate councils of the Royal Arganum in seven eastern states. It was decided to apply for an injunction restraining the enforcement of the assessments recently enacted by the Supreme Council, the members of the committee determined to have the injunction at once in effect October 1. Application for the injunction probably will be made before the United States circuit court in Massachusetts. Another meeting of the executive committee will be held today.

HAMPTON, N. B., Sept. 19.—The circuit court, his honor Chief Justice Tuck presiding, which was adjourned from last Tuesday by reason of the non-appearance of the complainant in the case of the King against Moses Rupert, was reopened at 10:15 this morning, and after a few remarks by the judge the grand jury retired, and William Lowe was sworn and sent before them. They returned at 11:30 with a bill against Moses Rupert for wounding and assaulting William Lowe on July 27th, and with a presentment.

The grand jury suggested that the present system of heating the court house be abolished, and hot water or steam heating be substituted; that rooms be suitably prepared for the judges and barristers; that modern water closets and lavatories be put in, and all necessary improvements made to put the court house in a fit condition. The jury expressed the hope that the council of the municipality will not do with this recommendation as they have with others in the past, but will at last realize that the people of Kings desire to be in the van of progress and not in the rear of the procession.

His honor in reply said it was pleasant to know that his suggestions had met their approval. It was not the first time he had called attention to the matters. His remarks were not offered in a spirit of fault-finding. In no country were the people more progressive, and it would only be the knowledge that the grand jury of Kings county have made an unanimous request to have such changes made to cause the council to direct the expenditure of the needed money to effect them. He would see that the request of the grand jurors was made known to the public through the press, and especially to the council of the municipality. As to the cause of the court's adjournment a week ago, he wished to say that Lowe's absence was caused by ignorance of the proceedings of the court. The young man came out from St. John on the same train as himself, but supposing the freight train would be late got off at Modestville. The solicitor general moved that Moses Rupert be arraigned, and the charge being read over to him, pleaded guilty. He was defended by Geo. W. Fowler, M. P.

A jury was soon selected, two being set aside by the crown and two objected to by counsel for defendant. The solicitor general opened the case for the crown, reviewed the evidence, and the crown was closed. The case for the defendant was opened by the solicitor general, and the defendant was closed. The case was then referred to the jury, and they retired to consider their verdict.

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At 10:15 this morning, and after a few remarks by the judge the grand jury retired, and William Lowe was sworn and sent before them. They returned at 11:30 with a bill against Moses Rupert for wounding and assaulting William Lowe on July 27th, and with a presentment.

The grand jury suggested that the present system of heating the court house be abolished, and hot water or steam heating be substituted; that rooms be suitably prepared for the judges and barristers; that modern water closets and lavatories be put in, and all necessary improvements made to put the court house in a fit condition. The jury expressed the hope that the council of the municipality will not do with this recommendation as they have with others in the past, but will at last realize that the people of Kings desire to be in the van of progress and not in the rear of the procession.

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INJUNCTION FOR ROYAL ARGANUM KING'S COUNTY CIRCUIT COURT.

To Restrain Council From Enforcing New Rates. Representatives of Subordinate Councils From Seven Different States Decide to Take Legal Action at Once.

NEW YORK, Sept. 20.—A meeting was held last night of the executive committee appointed yesterday by representatives of the protesting state committees from subordinate councils of the Royal Arganum in seven eastern states. It was decided to apply for an injunction restraining the enforcement of the assessments recently enacted by the Supreme Council, the members of the committee determined to have the injunction at once in effect October 1. Application for the injunction probably will be made before the United States circuit court in Massachusetts. Another meeting of the executive committee will be held today.

HAMPTON, N. B., Sept. 19.—The circuit court, his honor Chief Justice Tuck presiding, which was adjourned from last Tuesday by reason of the non-appearance of the complainant in the case of the King against Moses Rupert, was reopened at 10:15 this morning, and after a few remarks by the judge the grand jury retired, and William Lowe was sworn and sent before them. They returned at 11:30 with a bill against Moses Rupert for wounding and assaulting William Lowe on July 27th, and with a presentment.

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