

TWO HORSES JOIN STRIKING DRIVERS

Balk on Steel Bridge and Start Fifteen Minutes of Trouble.

Two transfer horses went on an impromptu strike on the steel bridge this morning and 15 minutes caused more real, bonafide trouble than transfermen have provided since they went on strike a week ago. They were wild, range ponies with minds above sordid duty during festival week. Half way across the bridge one nipped the other. This was the signal. Both reared high in the air, a la society circus. They came down with a backward rush that locked the rear wheels in the bridge girders.

They executed a double twist and simultaneously jerked tufts of hair from the head of a motorman, who wishing to get his car into the country without unseemly delays, had advanced to the attack. A dozen men pulled the wagon straight while the driver kept the brakes set. The ponies lunged and, presto, the wagon locked in the girders again. Three other motormen advanced to the attack and the ponies made after them biting like twin furies and striking out with front hoofs.

A steamboat whistled for the draw, but the draw stayed shut. Cars had lined up waiting for the ponies to complete their stunts and the steamboat also waited. The congress of the United States with the weary people of East Portland to help them could not have enacted a draw closing measure at once so obstructive of river and trans-river traffic.

Twenty-three men and four conductors seized portions of the wagon and pushed. Eight other men grasped the reins and pulled. The driver sat upon the seat and operated the brakes. The men pushed and pulled; the ponies set their feet and stopped and everything else stopped, including cars lined up both ways and two additional steamboats that had whistled for the draw.

The driver had seemed to be doing nothing. But he was busy, for suddenly he had an idea. He descended and unhitched the team. The ponies, led gingerly by six volunteers, pranced triumphantly off the bridge, while the driver followed, playing the part of the team to the despised wagon.

For every minute of the 15 something had been doing fast. But the show was not quite over. The driver started again to hitch up the ponies, aided by a profusion of volunteer advice. The ponies watched him out of the eyes showing wicked whites. The driver reached for a trace and both hind hoofs of the near pony reached for him. After the driver had picked himself up he decided that he, as well as the ponies, wanted a vacation for the day.

LOCAL AVIATOR MAKES SUCCESSFUL FLIGHT

Jack Manning, the local aviator, made his first successful flight at the baseball grounds, where he and his brothers are exhibiting their aeroplane, yesterday afternoon. Leaving the ground at a distance of 150 feet from the starting point, the machine rose gracefully, and was well under control for some distance, when a rudder wire became loose. He was then forced to come to the ground, which he did without difficulty or accident.

The machine is a biplane built by the Manning brothers, at their own expense. This trial flight demonstrated that the construction is right and does not infringe on anyone's patent. It is entirely different to any now in use.

Before the end of the week the Mannings expect to make flights at will about the ball grounds, and the honor of having the first local aviator using their own machine will be Portland's.

BETTER SERVICE ON MILWAUKIE TO SOUND

(United Press Leased Wire.) Tacoma, June 8.—If sufficient equipment arrives in time, the first through local passenger train service on the Chicago, Milwaukee & St. Paul and the Chicago, Milwaukee & Puget Sound will be inaugurated June 13. This announcement has come as a surprise to railroad circles. The contemplated service is not, however, the fine through service which the officials have announced will

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start about August 1, but is the extension to Tacoma of the present St. Paul-Milwaukee service. If the present plans are carried out, trains No. 2 and No. 3, which now operate between St. Paul and Miles City, will be extended as local all the way to Tacoma, doing away with the necessity for changes at Malden and Butte.

New Oregon Patents.

The following new patents have been issued at Washington, D. C., to Oregonian inventors, as reported by Pacific Coast Patent Agency, Inc., Webster & Webster, managers, Stockton, Cal.:
F. H. Brown, Portland, grinding and crushing mill.
E. P. Cannon, Portland, display apparatus.
A. L. Harvey, Salem, hitching device.
Alfred Hines, Wasco, draft equalizer.
T. F. Herden, North Bend, commutator.
W. J. Ott, Hugo, clothes tong.
M. E. Reilly, Portland, marble shouter.
J. E. Walling, Portland, oil burner.

NO. 1 SAYS NO. 2 STOLE HUSBAND

Mrs. Elisa E. Phillips of Seattle Sues Mrs. Mattie Phillips for \$10,000.

(United Press Leased Wire.) Seattle, June 8.—Mrs. Elisa E. Phillips, divorced wife of John W. Phillips, of the Thomas-Phillips investment company, and manager of the Black Carbon Coal company, is suing Mrs. Mattie Thomas-Phillips for \$10,000 for the al-

leged alienation of the affections of Phillips.
The divorced wife charges that Phillips' second wife began openly wooing him five years ago, caused divorce proceedings and then married him. The plaintiff was married to Phillips in 1888. He divorced her January 23, 1909, and three months later wedded Mrs. Thomas. She has since instituted proceedings for the annulment of the divorce on the ground that the marriage took place within six months after the granting of the divorce from his former wife.
The first Mrs. Phillips says in her complaint that she lived happily with her husband at Spokane for many years until he became acquainted with Mrs. Thomas in 1905, on one of his frequent trips to Seattle.
She also charges that Mrs. Thomas showed Phillips desire to hundreds of thousands of dollars worth of property in Seattle, Vancouver, Victoria, Butte and California, and claimed she had a monthly income of more than \$2000.

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