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RUBLE HEALING PARLORS

Some took advantage of my other special free treatments (see issues prior to the 12th). Owing to this dull time, when so many are seeking their health at sea and mountain resorts, I shall further stimulate immediate activity from now until the 25th with the greatest offer ever made in Eugene: you can pay me as you get results. No matter what is your ailment or how long standing, or how many times you have been disappointed by other skill, I am ready to demonstrate that I can effect a cure or do just as I say and on fair grounds. The time is now. Free consultation from 10 to 12 a. m. and from 1 to 3 p. m. Rooms 10-11, National Bank Annex, Eugene.

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SPRINGFIELD

NO DANGER OF BRIDGE WASHOUT

Springfield, July 20.—In less than a month from now one span of the new P. E. & E. bridge will be in the air, practically completed, and the false work out from under it. This will be the last chance for delay on the work of this bridge, for there will no longer be the danger of the false work, which now stands in the current, of being washed away by high water or drift wood. This was announced today by L. N. Roney, who is working as fast as he possibly can to complete the big structure without a mishap. The only danger that there is now is that the false work that stands in the water may be carried out. The piles were not driven and they would be easily moved. But the chance for this is very slight, for it would take a couple of feet rise to bother, or an unusual amount of drift, either of which would be improbable during the next month. Yet Mr. Roney thinks of the disastrous efforts of Engineer Freeland in building the Southern Pacific bridge, and is rushing the work.

The last pier was completed this afternoon and the concrete work is practically done. The timbers will be placed on the false work this week.

NEW S. P. TRAIN

SERVICE IN EFFECT

Springfield, July 20.—Springfield, the coming railroad center of Oregon, can already boast of a larger train service to the city than any other town in the state for its size. There are twelve passenger trains that make Springfield their center, and including the regular freight trains there are 18 trains that pull out of the city every 24 hours. This is not counting special freight trains. There are five train crews, or about 50 men, that make Springfield their home.

The new train schedule that went into effect Sunday is as follows:
No. 46—4:40 a. m., to Woodburn.
No. 50—1:40 p. m., to Albany.
No. 78—8:15 a. m., to Eugene.
No. 80—11:10 a. m., to Eugene.
No. 82—3:10 p. m., from Natron.
No. 84—5:24 p. m., to Eugene.
No. 45—10:35 p. m., from Woodburn.
No. 29—10:15 a. m., from Albany.
No. 79—9:10 a. m., to Wendling.
No. 81—2:35 p. m., to Natron.
No. 83—3:20 p. m., to Wendling.
No. 85—6:01 p. m., from Eugene.

LAYING RAILS

STREET RAILWAY

Springfield, July 20.—A force of men under the supervision of Superintendent Baker went to work on the Springfield streets yesterday to lay

the rails for the city's first street railway. Upon the completion of the College Hill loop in Eugene and the holdup on the Fifth street franchise, the track construction gang has been ordered to work on Mill street and will rush it to an immediate completion. It will now be but a short time before the streets are tied with steel rails. The work has been temporarily held up, partly because of the question of the curve on Mill street to Main. The path that the line takes this morning is straight in the middle of Mill street, and nothing seems to be done about the curve. For the present the rails will be laid only on Mill street and they have been scattered north as far as F street. The Main street line and the curve will be held up until the last.

A force of men began yesterday to tear up the ties and timbers on the Springfield approach to the bridge in order to lower the trestle some 20 inches. It would require too much of a fill to bring the tracks up to the bridge, so the tops of the piling are being cut off.

OPTION TAKEN ON

PROPERTY FOR P. E. & E.

Springfield, July 19.—Late last Saturday afternoon an option was secured on three lots belonging to Albert Walker, C. H. Pierce and A. G. Hovey, in all amounting to two acres at the corner of Main and Mill streets. The option was secured by one F. S. Smith, supposedly for the Portland, Eugene & Eastern for the terminals and ticket office for their line in Springfield. The option extends 30 days and a \$100 forfeit has been given to each of the property owners. The purchase price for the three lots is \$9200. The deal was made through the Springfield Realty company. The sale is not yet made, but in all probability the purchase will take place within the time of the option. This property would always be quite valuable to the railroad company, but the way that the city is growing is making it of little use for anyone else. The lots are now occupied by Mr. Walker's real estate office and his home in the rear, the house of Mr. Pierce next door and the office of the Walker undertaking parlors across the street. When the buildings on these lots go, if they do, they will take away some of the landmarks of early Springfield when Mill street was the principal street in the city.

SPRINGFIELD BREVITIES.

Springfield, July 20.—There have been a number of rumors on the street as to the size of the forest fire at Wendling that has been burning since Sunday night. Some were to the extent that the Booth-Kelly forces at the mill here are expected to be called up there any time to prevent the fire from spreading. The fire is only burning slashings and is doing more good than harm, for it is clearing the ground and it will be much easier to get the logs out to the railroad. One of the Booth-Kelly loading stations has been burned, but the loss is trivial. There is still



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a small fire on the McKenzie that is doing no harm, but is very pretty at night.

An automobile party consisting of Clark, Randalls, Roberts and J. E. and H. M. Stewart spent a night up McKenzie, going up in Clark's auto Monday evening and returning next morning.

The sawmill was forced to shut down again yesterday afternoon through the lack of logs. It may start up again today or tomorrow, but possibly not until next week. The brush fire above Wendling is partly responsible for the delay this time, as part of the logging crews up there have been taken away from their work to watch the fire to see that it does not spread.

Parts of Eugene's power plant at Walleville that have arrived during the past few days are being unloaded directly from the cars to the wagons that take them to the plant.

A number of local republicans are expecting to go to the republican convention at Portland Thursday. It is hard to tell just how many are intending to represent Springfield, but there will be at least half a dozen.

The walls of the second story of the Rivett building are rapidly being filled with concrete. A hoist operated by gasoline power lifts the concrete to the top of the wooden forms.

Springfield has limits on the hours that water may be used for irrigation, and many are failing to observe them. Water is only supposed to be used from 6 to 8 o'clock in the morning and from 6 to 9 o'clock at night.

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