

WILL HAVE GOOD HOTEL

Guerin House at Myrtle Point is Being Greatly Enlarged by Addition.

READY IN A MONTH

When Completed Will Be One of the Best Hotels in This Section.

(Times Special Service.)
Myrtle Point, April 23.—The Guerin hotel in this city will soon be one of the most up-to-date houses of its kind in this section. A three-story addition 40x30 feet is rapidly nearing completion, and will probably be ready for occupancy in about a month.

The lower floor of the new structure is to be used for two store rooms, while the two upper stories will be used as a part of the hotel. The portion to be utilized by the hotel will be divided into suites, with a private bath in connection with each. The entire hotel will be modern.

IS TROUBLESOME IN ONE COUNTRY

Italy Has Not Found Government Ownership of Roads an Easy Matter.

The following regarding government ownership of railroads appeared in the London Times and has been reprinted extensively throughout this country.

Milan, March 9.—Senator Colombo has written a long letter to the Corriere della Sera, in which he points out that the government, while admitting the necessity of dealing effectually with the chief defects of the railways usually postpones the remedy indefinitely and contents itself meanwhile with palliatives. In the case of communication between Bologna and Florence, for in-

stance, the commission appointed to report upon the matter had plainly stated that electric traction would only meet the deficiency up to about the year 1915, and that the necessary alternative was a new road with easy gradients and a 10-mile tunnel, which would take seven years to make and would thus barely be in time; but the authorities merely talk of adopting electricity, and have shelved the question of the improved track sine die. The traffic between Milan and Genoa, again, is increasing at a rate that makes it much more likely that it will be doubled in 1903 than in 1920, while, even according to the most sanguine estimate, the direct line indispensable under such circumstances could only be ready, if begun at once, in 1914. Yet here, in like manner, the government proposes half measures, such as electric traction or a shorter line between Ronco and Voghera. The excuse is that the sums required for through treatment are too large to be decided upon off hand; but the senator replies that the ministry, as far back as 1905, admitted the necessity of making new lines from Milan to Genoa, and from Bologna to Florence, without further delay, that private capital is ready to furnish the 9,440,000 pounds required for the former, and that it would be better to spend 5,000,000 pounds on the latter, which is the main railway artery of Italy, than to divide the whole of the 36,400,000 pounds voted into a number of small sums, none of which will effect any serious improvement in the present state of affairs.

Statistics furnished by the Corriere della Sera show how serious this is. Taking Genoa and Venice as examples, it says that the former has been furnished with 11,835 wagons less between October and January than during the corresponding period last year; the Railway Administration, which pleads the increased calls upon it in extenuation of its failure to meet them, having acted, on the contrary, as if these calls had diminished. Hence not only the docks and quays, the lighters and other vessels, but all the old hulks that can be found, are filled to overflowing with goods of every kind, and even the sea itself has been laid under contribution to eke out the insufficiency of the available warehouse accommodation, timber being chained together and anchored down in the water. The merchandise awaiting transportation at Genoa

is estimated at 600,000 to 1,000,000 tons, and of this there are at least 280,000 tons, an accumulation daily increasing by about 8,400 tons. Horse traction has begun to be resorted to, and some 65,000 tons have thus been carried out of the town during the past month.

Venice, too, has been treated by the railways as if her traffic had been halved. And as an instance of this it may be stated that between the 10th and 25th of February that city was furnished with 2,533 coal trucks more than was applied for. Among the results of this treatment of the Italian port is that coal is being sent into Italy from Germany, instead of by sea, and that Trieste is beginning to supplant Venice as a landing place for goods sent to the Venetian region.

The Corriere says that one great cause of inefficiency is the creation of unfamiliar conditions, which began when the government, in order to fight the Southern (Meridionale) company, changed the routes by which the goods had always been sent, and which was made worse when the "Mediterranea" and "Adriatica" personnel and rolling stock were consolidated. The men have to deal with signals and regulations new to them, while the repair of engines and other vehicles in workshops where they are a novelty leads to a chaos better imagined than described. The twenty-one subdivisions of authority at headquarters, all independent of one another, are a further constant source of delays and contradictory orders, and the wonder is, the paper concludes, that trains run at all.

DO QUICK WORK.

Myrtle Point Fire Department Is a Good One.

The Myrtle Point fire department, in making a trial run a few days ago, had all connections made and were throwing water through over four hundred feet of hose in one minute.

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COPIES OF SCHOOL LAWS ARE LIMITED

State Superintendent Is Running Short of the Much Wanted Printed Matter.

Salem, Ore., April 23.—All applications for copies of the new and revised school laws made to the department of public instruction will be given a deaf ear because the number of copies printed is not sufficient to supply the demand. Many requests for copies of the school laws have been made but they cannot be granted as the last legislature was decidedly economical in its appropriation and voted to publish but 5000 copies of the laws, where heretofore it has printed a much larger number. Originally the bill called for 11,000 copies of the school laws. It passed the house but in the senate the number was cut to 5000 copies and since there are 2174 school districts in the state, the state department of public instruction will have to be very careful in the sending out of these laws throughout the state. Superintendent J. H. Ackerman has decided that since there is but a small number of copies available he will first supply the various county superintendents and send but one copy to each of the school districts throughout the state this year and next year send another copy to each of the boards.

Heretofore the department sold copies at 25 cents, but all applications this year will have to be refused as the supply of copies is not sufficient. Teachers however, who desire the laws may be supplied as heretofore from diverent sources. Professor R. F. Robinson of Portland, superintendent of the schools for Multnomah county, and who biennially been publishing a pamphlet entitled, "Leading Facts of Oregon School Law," and the Oregon Teachers Monthly, published in this city, will publish the school laws in full.

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