

**Coos Bay Times**

AN INDEPENDENT REPUBLICAN NEWSPAPER  
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DAY AND ALSO WEEKLY BY

THE COOS BAY TIMES PUBLISHING CO.

FRED PASLEY, EDITOR.  
REX LARGE, BUSINESS MANAGER.

The policy of The Coos Bay Times will be Republican in politics, with the independence of which President Roosevelt is the leading exponent.

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**COOS BAY TIMES**  
Marshfield, Oregon.

**GRADE CROSSINGS.**

Spokane, Washington, is facing the grade crossing question. The Oregon Railroad and Navigation Co. is endeavoring to secure a franchise for grade crossings and the Spokane Review does not take kindly to it. In reference to the matter it says:

"The Oregon Railroad & Navigation Company is attempting an outrage upon Spokane in its effort to secure another franchise permitting it to establish grade crossings on North Monroe street to its property on Mission avenue. The company already crosses Monroe street less than two blocks north of that point and additional tracks on the street grade would mean a further and serious menace to the public.

"Four lines of street cars would be immediately affected. The North Monroe, the Boone avenue, the Maxwell avenue and the Indiana cars run on Monroe street beyond the proposed location of this crossing and patrons of all of those lines, not to mention pedestrians and vehicles, would be in constant danger from passing cars.

"Spokane's experience with grade crossings on the line of the Northern Pacific through the city has been a serious one and should arouse everybody, and particularly those residing in the northwestern section, against the laying of any more of these death traps. In that portion of the city

which would be effected by the projected O. R. & N. crossing, there are probably 25,000 people, every one of whom is vitally interested in the matter.

"More than that, there are thousands who, during the summer months take the cars to Natatorium park and who, on the Boone avenue cars would have to pass over this crossing if the franchise is granted.

"The proposition is one which the city council should seriously investigate, taking into consideration the strong public sentiment against grade crossings and the insistent demand for the elevation or lowering of tracks where grade crossings now exist. It should then be apparent that to grant the franchise for which application is now being made would be inimical to public interests. There should be no more grade crossings."

**PORTLAND VS. COOS BAY.**

The following editorial from the Umpqua Valley News, Roseburg, shows the faith which the people of that vicinity have in the possibilities of Coos Bay:

"The claim is made by the Coos Bay people that at no distant day the cities of the Bay will constitute the metropolis of the state. It is saying a good deal, but it is not claiming too much. For a long time there has been a feeling, and not without reason, that Portland is jealous of the possibilities of Coos Bay, and has sought to hold the ambitions of her commercial rival in check. However, the resources of Southern Oregon are pushing those subtle influences aside and are seeking an outlet to the sea through the Bay towns.

"It is not necessary to speak in detail of the unsurpassed harbor of Coos Bay. Everybody knows it. Thousands of people are just beginning to realize the extent, if it is possible to do so, of the natural resources of the country back of it, and tributary to Coos Bay. These resources, in a developed state, will make Coos Bay the metropolis of Oregon. With the building of the Douglas & Coos Electric Railway the building up of the Bay towns will be hastened fourfold. With the advent of a transcontinental railway, which is as sure as the fact that the tide rises and falls, the metropolis state for Coos Bay will have become a reality.

"Portland is a great city. It is the present metropolis of a wonderful state, and one which is large enough to afford two or more splendid seaport cities. Conditions are such that

were not Coos Bay to be builded the fact would afford but little or no benefit to Portland, therefore there is no cause for petty ambition to stand in the path of a resistless force."

**NOTICE TO STOCKHOLDERS OF THE McCLELLAND INVESTMENT AND DEVELOPMENT COMPANY.**

The annual meeting of the stockholders of The McClelland Investment and Development Co. will be held in the office of J. M. Blake in The Times Building, Marshfield, Coos County, Oregon, on Wednesday the

10th day of July, A. D. 1907, at 2 o'clock p. m., for the election of Directors and for the transaction of such other business as may be brought before said meeting.

Dated at Marshfield, Oregon, the 7th day of June, A. D. 1907.  
ALVA DOLL, Secretary.

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