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FREIGHT ONLY ON WASHINGTON

Steamer Quite Passenger Business to Handle Oil, Dynamite and Powder.

The Steamer Washington has quit the passenger traffic business between Coos Bay and San Francisco. Announcement to this effect was made here soon after her arrival yesterday.

Since the Homer went off the run, there has been no regular vessel to carry combustibles and the offer of so much powder, dynamite and oil for Coos Bay exceeded the possibilities of the passenger business, so General Manager Scammell decided to quit the passenger traffic. With the beginning of railroad work in this section it is expected that there will be a large amount of powder and dynamite consigned here during the summer. She had about 150 tons of oil and dynamite yesterday in addition to about 100 tons of miscellaneous freight.

The Homer is now being overhauled and prepared for the Alaska service.

The Washington will sail from here Wednesday afternoon for San Francisco with freight only. She was delayed a little yesterday by being hung up on the mud near the old shingle mill.

HOBO ROBS OFFICER.

Steals Flask of Whiskey from Albany Policeman in Jail There.

ALBANY, Feb. 25.—To have a prisoner steal a bottle of whiskey from the pocket of a police chief and drink it right in the presence of the official, is an unusual—not to say amusing—incident, but that is what actually happened to Chief of Police Austin. He and Policeman King had rounded up several hoboes whom they escorted to the city jail. Arrived there, Policeman King searched the men, as is customary, when placing a prisoner in the bastille. The pockets of the first man yielded very little, but the other prisoner carried a pint bottle of whiskey and some small change. Chief Austin put it in his pocket to continue the search of the hoboes, but while he was proceeding one of the stealthily removed it and drank the contents before the officers discovered what had happened.

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DAVID LOWE PASSES AWAY

Native Son of Coos County Succumbs to Blood Poisoning at Coquille.

Word was received here today of the death of David J. Lowe at Coquille yesterday after a lingering illness of blood poisoning and other complications. He was 41 years, 10 months and 18 days old.

Mr. Lowe was a pioneer of the Coquille, having been born and raised in the valley, his father having been one of the earliest residents of Southwestern Oregon.

Mrs. A. D. Wolcott of Marshfield is a sister of the deceased and Frank Lowe of Marshfield is a brother. Mrs. R. H. Rosa and Clarence Lowe of Bandon are cousins of the deceased.

The funeral will be held tomorrow at 11 o'clock from the Episcopal church in Coquille.

Mrs. Wolcott was with Mr. Lowe at the time of his death. Mr. Lowe had for years been engaged in the boating business on the Coquille.

Mr. Lowe's mother, Mrs. David Y. Lowe, makes her home with her daughter, Mrs. A. D. Wolcott in Marshfield.

Mr. Lowe is survived by a wife and two children, Mrs. Lowe being a sister of Mrs. T. J. Thrift.

The Knights of Pythias will have charge of the funeral.

Along the Waterfront.

The Western World of Bandon says: "We are informed that Captain S. H. Burtis of the Speedwell has been superseded by Captain K. A. Rosenblad of the Bandon and that First Mate Lindberg of the Bandon has been promoted to the captaincy of his boat."

The Speedwell sailed from San Francisco Sunday afternoon at 2 o'clock for Bandon and Coos Bay. The Bandon arrived from San Francisco at Bandon yesterday.

Coal Bunkers at Canal.

SAN FRANCISCO, Feb. 25.—The Panama Canal Commission will shortly invite bids for coal bunkers to be built at each end of the canal. The bunkers on the Atlantic side will store 200,000 tons of coal and those on the Pacific side 100,000 tons. Steel will be used in their construction, and they will be built so as to be sunk under water to better preserve the coal.

A New Ship.

SAN FRANCISCO, Feb. 25.—Wilson Brothers' Lumber Company is considering a proposition of building another steamer to be a sister ship of the Columbia, which was recently commissioned. The patronage received by the Columbia since she was placed in service a few weeks ago, both in passengers and freight, has indicated the possibilities of the water route between San Francisco and Grays harbor. The business is expected to develop further in the summer months.

AT THE HOTELS.

HOTEL COOS—Robert Marsden, City; Andrew Hogdab, Myrtle Point; W. H. Mullen, San Francisco; Wm. Gage, Coquille; C. C. Miller, Roseburg; Mr. and Mrs. Ferbach, Coquille; E. J. DeKater, Myrtle Point; Captain Harris, Sumner.

BLANCO HOTEL—Tom McKitterick, Portland; Orvil Dodge, Myrtle Point; M. Strick, Camp 2; J. J. Clinkenbeard, Coos River; M. Hurst, City; M. R. Lee, Myrtle Point.

LOYD HOTEL—W. D. Button, Bandon.

THE CHANDLER—J. K. Weber, Portland; C. D. Thomas, Portland; E. O. Carter, Portland; Ben Rytko, Portland; E. Judall, San Francisco; C. M. Eberhart, Portland; J. LeGustel, San Francisco; J. J. Barker, Coquille; Wm. Olsen, Beaver Hill.

AMONG THE SICK.

R. A. Copple, who returned home from an extended eastern trip Saturday, is able to be up and around again after having suffered a severe attack of the grippe.

W. J. Ritz has returned from a business trip to Bandon, being compelled to leave there sooner than he had expected owing to suffering an attack of the grippe.

Arthur Hamm and wife of Camp 1 are in Marshfield to secure treatment for Mrs. Hamm, who has been quite ill.

The little child of Mr. and Mrs. J. C. Steckel of Eastside has been quite sick.

The young son of Mr. and Mrs. J. T. Vasey of South Marshfield is quite ill of tonsillitis.

MONEY IS LEFT TO MOTHER.

Laborer Killed in Tunnel Accident Carried \$2000 Insurance.

EUGENE, Feb. 25.—Consideration for his aged mother in Norway led E. Peterson, a Noti tunnel workman, who died here as the result of injuries received Tuesday, to provide \$2000 of accident insurance for her and to have the premiums paid well in advance.

After Mischance—Marshal Carter and Constable Cox are searching for some individual who has been mutilating walls of churches and other buildings with vile writing and caricatures.

Have your job printing done at The Times office.

TELLS ABOUT ADVENT WRECK

CAPT. O. W. MONT ETON GIVES OFFICIAL VERSION—SAYS IT WAS SHAME THAT NO VESSEL CAME TO RELIEF—CONDEMNS SOUTH SLOUGH PIRATES.

Captain O. W. Mont Eton of the Advent, which was lost last week on the South Spit, has just completed his official report of the disaster and filed it with Major Tower at Empire. The official report is interesting because it corrects many false stories that were circulated concerning the disaster.

Captain Mont Eton will leave this week for San Francisco to appear before the United States Inspectors, who will investigate the wreck. The investigation will be only a matter of form as there is no evidence of carelessness or of anyone being at fault, the wreck being simply an accident of the sea.

Captain Mont Eton says it is a shame that the Advent was lost because a power vessel had several hours after the time she first got into trouble in which to tow her to safety. She got into trouble about 8:30 and until 2:30 in the afternoon, Captain Mont Eton says she could have been towed to safety by a tug or a mere vessel. After 2:30, when she began striking and lost her rudder and part of her keel, she was hopelessly pinned on the rocks.

Had the Rustler reached her earlier, Captain Mont Eton thinks the Rustler might have pulled her to safety, but hope of saving her later was futile. As long as there was the slightest chance to save her, Captain Mont Eton says he and the crew remained on board.

When the life saving crew first came to them in response to the appeal for aid, he instructed them to go back and have a tug or power vessel sent to their relief. He regrets that no effort was made to fire up the old tug at North Bend as he believes that she could have been got down there in time to have saved the Advent.

He says that the wreck was caused by a little squall striking them at an inopportune time. They had safely crossed over the bar and were in the center of the channel when the brisk wind that had been prevailing died down. They were then where the current from the seas, washing through the broken jetty and the one from the sea along the jetty came together, preventing the vessel washing or working in. The squall struck the ship and turned them out of the channel. They were too far away to get a line to the jetty, as Captain Macgeen of the Breakwater suggested. However, Captain Mont Eton figured on trying to get a line to Guano Rock but was unable to do so without aid. He tried to work her back into the channel by means of the anchors, which had been cast when they first got into trouble, but the anchors would not hold them as the donkey engine was started to pull on them. He exhausted every resource and meanwhile the Advent washed slowly in on the South Spit.

When she began to pound and the broken rudder and keel came up he and his men decided to leave. They had lowered her boat and it almost swamped as the Advent pitched. Then, Captain Mont Eton says, the United States Life Saving Crew, under Captain Britt, showed their mettle by rushing in at the risk of having their own boat crushed between the two and took the men off. In the whole affair, Captain Mont Eton says the life saving crew did excellent service and he wishes to praise them highly, and also to thank Captain Olson of the Rustler and his Coos Bay friends for their many kind acts.

Captain Mont Eton has been with the Simpson Lumber Company for twenty-three years of the twenty-seven years that he has been going to sea. He was formerly on the old tug Hunter here, later on the Cheahs and the Echo and other schooners of the Simpson fleet. His family resides in Marin County, Calif. He was on the Bay when the Marconi was wrecked a few years ago and was also here when the Czarina was lost. This was his first accident at sea.

He says one of the regrettable features of the wreck were the robberies by the South Slough pirates. He says that they robbed the Advent of practically everything movable despite the guard that was placed there. They even stole articles from the ship that were piled up on the bluff, he says, and also took a life saving belt, belonging to the life saving crew. He says that this is a federal offense, first because the ship was never given up, and second, because the wreckage lies in the government reserve. He may ask for a federal investigation of the thefts and the prosecution of the offenders.

The crew saved very little of their personal belongings, Captain Mont Eton saying the nautical apparatus he had by throwing it into the life boat. The instruments were somewhat damaged.

The crew consisted of Captain Mont Eton, First Mate E. Carlson, Second Mate A. Lindb, Cook and Steward T. H. Kinney, Donkeyman Frank Veyroda and Sailors J. Waltemht, J. Sundstrom and O. Ellefson.

Captain Mont Eton says they had a fine trip up the coast from Santa Rosalia, Mex., leaving there January 18, and had been lying off Coos Bay for seven days on account of unfavorable winds and thick fog. On the morning of February 18, everything was favorable. The bar was fairly smooth, there was no fog, and the wind was good and he tried it

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He had the bar without even getting water over the decks and thought that everything was fine, and that he would soon be safely in port. In a few minutes, the wind had died down, the squall struck them and they were at the mercy of the sea, but even then he felt confident that a tug or steam schooner would come to their rescue. But the relief did not come and the disaster was complete.

The Advent was built in 1904, and was 431 tons gross and 399 tons net. Her value at the time of the wreck was estimated at \$22,000.

Captain Mont Eton's official statement of the disaster is as follows: February 18, 1913. About 8:00 a. m. Place: Coos Bay Bar. Tuesday, February 18th, 1913. 8:00 a. m., stood in with schooner "Advent" for Coos Bay Bar, being at the time between Whistling and Bar Buoy. Wind moderately to fresh, squally from N. W. Var. Wly. Vessel being under full foresail, mainsail and headsails, there being too much wind for spanker. There was a light break on bar at 8:30 a. m., when off end of Breakwater and just inside of black can buoy, wind falling light just before a squall and dying out, squall striking vessel from N. W. ward, but instead of veering to the west, veered to S. E., striking vessel aback (there being strong flood tide about two hours before high water.) When nearly to Guano Rock Buoy, let go both anchors with all possible cable (about 75 fathoms Port and 60 or 70 fathoms Starboard anchor). Vessel hanging in break on edge of channel, break forcing vessel towards Coos Head, anchors dragging (there being sandy bottom) gradually after high water and with ebb tide; vessel dragging in sore, lying between tide and break and working hard on her ground tackle but holding on in an old unused channel, running close to the shore, riding well in about 19 ft. of water. U. S. Life Saving Crew wanted to take crew off, but as there was no immediate danger, refused to leave, and called for outside steam assistance to save property.

Vessel riding well by about high water and after it was possible to take vessel to safety if only assistance could be had. Kept steam up on vessel's donkey engine. In this position vessel lay until about 3 p. m., when swinging around against south end of south spit. By 4:00 p. m., after pounding hard on bottom for about one hour, rudder breaking adrift from sternpost and pieces of shoe and keel coming up alongside.

I, knowing the possibilities for saving the vessel were past, came to the conclusion that if the lives had to be saved, it was time to abandon vessel. It being no longer safe to remain on board. As Life Saving Crew was standing by in two places all the while we had felt pretty safe.

At 4:15 p. m. called life saving crew and abandoned the vessel, but stood by with a seagoing canvas boat at some distance to save anything possible up to time of our leaving. Vessel had made very little water, as everything was done to avoid it. Break on spit increasing with wind during night and tomorrow morning, about 3 a. m., vessel worked onto Coos Head. Port anchor to. At 10 a. m., Wednesday, Feb. 19, 1913, vessel broke in two by abaft mainrigging and masts were on the board, grinding slowly to pieces. Starboard chain had carried away. Ship's complement with exception of one man who was hurt, and Captain E. M. Simpson, representative of owners, stood by above vessel as bluff, to save anything if possible, but vessel lying in such a bad place and condition did not permit to do anything of the kind.

O. W. MONT ETON, Master.

McALLISTER IS GUILTY.

Portland Attorney Arrested in Marshfield Convicted of Vice.

PORTLAND, Feb. 25.—E. S. McAllister, an attorney, was found guilty in connection with the vice clique scandal exposed in this city several weeks ago. McAllister will be sentenced next Thursday. The jury was out 18 hours. Two other indictments are pending against McAllister, who was the third member of the alleged vice clique to suffer conviction.

FRANCHISE AT ASHLAND.

Hill Company Said to Have Secured Necessary Rights There.

ASHLAND, Or., Feb. 25.—The Minney street railway franchise carried in Ashland by a vote of 11 to 11. The franchise is for the purpose of developing a street railway system in that city. A franchise privilege has been granted by the city. It is the purpose of the Hill company to connect the city with the Minney company by a line which will traverse extensive holdings of the company throughout the valley. It is supposed that the Hill interests are back of the enterprise.

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