THE COOS BAY TIMES, MARSHFIELD, OREGON, TUESDAY, FEBRUARY 25, 1 913-EVENING EDITION.

# That Peculiar Lightness and Flavor

Noticed in the finest biscuit, rolls, cake, etc., is due to the absolute purity and the accurate combination of the ingredients of the ROYAL BAKING POWDER. The best things in cookery are always made and can be most readily made with the ROYAL BAKING POWDER. Hence its use is demanded in the most celebrated restaurants, in the homes of the people, wherever delicious, wholesome food is appreciated. Its sale and use extend to every civilized country in the world.

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### TELLS ABOUT LOWE DAVID ADVENT WRECK 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 polsoning 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 hav-ing been one of the earliest residents of Southwestern Oregon.

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

The funeral will be held tomorrow at 11 o'clock from the Episco-

pal caurch in Coquide. 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.

The Western World of Bandon 'We are informed that Captain S. H. Burtis of the Speedwell has been superseded by Captain K. A. Rosenblad of the Bandon and that First Mate Lindberg of the Bandon has been promoted to the aptaincy of his boat.

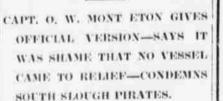
Along the Waterfront.

Francisco Sunday afternoon at 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 b'ds for coal bunkthat were spiked across ers to be built at each end of the Broadway disappeared and canal. The bunkers on the Atlantic side will store 200,000 tons of coal 000 tons. Steel will be used in their construction, and they will be the autolsts who use the road con- built so as to be sunk under water to better preserve the coal.

A New Ship. SAN FRANCISCO. Feb. 25.is much discussion about it and Wilson Brothers' Lumber Company owners of autos are even angrier is considering a proposition of building another steamer to be a Straw disclaims any responsibility sister ship of the Columbia, which Straw discialing any responsibility was recently commissioned. The so without aid. He tried to work her street Commissioner Lawhorne put patronage received by the Columbia back into the channel by means of them in. Mayor Straw said this since she was placed in service a for work and the solution to be the back into the channel by means of the anchors, which had been cast were threatening to invoke the re- and freight, has indicated the possibilities of the water route between Commissioner Lawhorne San Francisco and Grays harbor. says that the short planks put on The business is expected to develop



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.

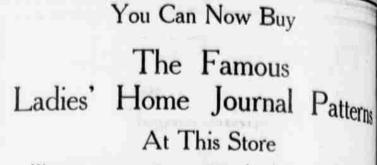
Captain Mont Eton will leave this week for San Francisco to appear before the United States Inspectors, who will investigate the wreck. The investigation will be only a matter of form as there is no evidence of carelessness or of anyone being at fault, the wreck being simply an accident of the sea

Capta'n Mont Eton says it is shame that the Advent was lost be cause 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 more vessel. After 2:30, when she began striking and lost her rudder and part of her keel, she was hopelessly pinioned on the rocks.

Had the Rustler reached her ear Her, Captain Mont Eton thinks the Rustler might have pulled her to safety, but hope of saving her later As long as there was was futile. the slightest chance to save her, Captain Mont Eton says be 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. down. They were then where the current from the sens, washing through the broken jetty and the one from the sea along the jetty came together, preventing the versel wash-ing 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 Macgenn of the Breakwater suggested. However, Captain Mont. Eton figured on trying to get a line board anchor).



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stand in a class by themselves. They are accusate, authentic and so simple that a child can us them with satisfaction. They are modest in pris

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He had the bar without even getting I. knowing the possibilities far water over the decks and thought ing the vessel were past, came to conclusion that if the lives had a 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 saved, it was time to abandon us it being no longer safe to read board. As Life Saving Crew m standing by in two places all a they were at the mercy of the sea, we had felt pretty safe. but even then he felt confident that a tug or steam schooner would come At 4:15 p. m. called life an to their rescue. But the relief did crew and abandoned the vesse,

stood by with a seagoing man boat at some distance to sate 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.

avoid it. Captain Mont Eton's official statewith wind during night and ton ment of the disaster is as follows: morning, about 3 a. m., versei February, 18, 1913, About 8:00 a. m. worked onto Coos Head. Port to. At 10 a. m., Wednesday, 19, 1913, vessel broke in two

Place: Coos Bay Bar

Tuesday, February 18th. 1913, abaft mainrigging and mast we stop a. m., stood in with schooner the board, grinding slowly to be "Advent" for Coos Bay Bar, being Starboard chain had carried a Starboard chain had carried is at the time between Whistling and Bar Buoy. Wind moderately to fresh, squally from N. W. Var. Wly. Vessel being under full foresail. owners, stood by above vessi mainsail and headsails, there being bluff, to save anything if post too much wind for spanker. There was a light break on bar at 8:30 a. and condition did not permit is a m., when off end of Breakwater and anything of the kind. O. W. MONT ETON. 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

Portland Attorney Arrestel Marshfield Convicted of Viz. PORTLAND, Feb. 25.-E \$ Rock Buoy, let go both anchors with McAllister, an attorney, was fa all possible cable (about 75 fathoms guilty in connection with the Port and 60 or 70 fathoms ono Starclique scandal exposed in this Vessel hanging in break on edge of channel, break forcing vessel towards Coos Head, several weeks ago. be sentenced next Thursday. anchors dragging (there being sandy jury was out 18 hours. Two

Steamer Quite Passenger Bus-iness to Handle Oil, Dyna-mite and Powder. Auto Drivers Suspected of Taking Up "Strips" to Prevent Speeding.

The Steamer Washington has quit the passenger traffic business strips that between Coos Bay and San Fran- North cisco. 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 exceeden 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.



Sometime last night, the plank today the autos are running over the highway without an impedi-ment. Just who did it is not known 000 tons. Steel will be used in but it is suspected that some of

siderably are responsible. This was about the only development today in the planks put to stop speeding autos in town. There than they were yesterday. Mayor



The Speedwell sailed from San

She had about 150 tons of oil and dynamite yesterday in addition to about 100 tons of miscellaneous call on him. freight.

The Homer is now being over-hauled and prepared for the Alaska **nervice** 

The Washington will sail from when he said it. When told about here Wednesday afternoon for San the auto owners complaining, he Francisco with freight only. She was delayed a little yesterday by being hung up on the mud near cent speed, but if the planks kept

### HOBO ROBS OFFICER.

Steals Flask of Whiskey from Al-

bany Policeman in Juil There, ALBANY, Feb. 25.—To have a prisoner steal a hottle of whiskey from the poeket 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 Polices man King had rounded up several hoboes whom they escorted to the city inil. Arrived there, Policeman King searched the men, as is enstomary, when placing a prisoner in the bastile. 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 if in his pocket to continue the search of the hobocs, but while he was proceeding one of the stealthily removed it and drank the contents before the officers discovered what had happened.

BE SURE to EXCHANGE your ECLIPSE TICKETS for RESERVED SEAT tickets at the BUSY COR-NER.

A FRESH SUPPLY of FRESH OLYMPIA OYSTERS JUST RE-CEIVED, Free Delivery, PHONE Your ORDER to PHONE 73-J.

hard wear.

Street the streets this way are cheaper further in the summer months. repairs than where a whole plank is put in. However, he laughed laughed

said it was too bad if it interfered the others from running sixty miles

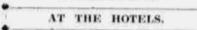
an hour, endangering lives as well as tearing plank streets to pieces, he was glad he had the strips nailed down. It is generally understood that Mr. Lawhorne and the Street Committee of the councilarranged for if.

It is expected that the plank strips will be made a special order of business at the next meeting of the city council, next Monday night, Some anto owners are advocating minimum fine of \$50 for speed violators and other means of keeping autos from speeding and it is likely that the "atripa" while not lasting long will result in a new means of keeping autos from run-ning so fast inside the city limits.

### DUCKS START FOR NORTH.

Thousands of Mallards Play Along Columbia River En Route. VANCOUVER, Wash., Feb. 25. Thousands Mallard 101 ducks. a-courting, on their way north were swimming in the Columbia river. The ducks were unusually tame and permitted passing boats to come very close before they would take wing.

the warm weather has started the ducks for the north and they mate on the way. Finding the broad expanse of the Columbia River inviting they play along The



HOTEL COOS-Robert Marsden, City: Andrew Hogdah, Myrtle Point: W. H. Mullen, San Francisco; Wm. Gage, Coquille: C. C. Miller, Rose-burg: Mr. and Mrs. Ferbach, Coburg: quille; E. J. DeKeater, Myrtle Point; Captain Harris, Sumner

BLANCO HOTEL-Tom McKitter-Portland: Orvil Dodge, Myrtle it: M. Strick, Camp 2: J. J. lek. Point: M. Strick, Camp Clinkenbeard, Coos River; M. Hurst, City; M. R. Lee, Myrtle Point, LLOYD HOTEL-W, D. Button. City:

Bandon

THE CHANDLER-J. K. Weber, Portland: C. D. Thomas, Portland: E. O. Carter, Portland; Hen Rytke, Portland; E. Judall, San Francisco; M. Eberhari, Portland; J. LeGus-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 la 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 la grippe. Arthur Hamm and wife of Camp

ment for Mrs. Hamm, who has been quite ill.

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

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



Carried 82000 Insurance, EUGENE, Feb. 25.-Cons.

-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 insur-ance for her and to have the premiums paid well in advance.

After Miscreant-Marshal Carter and Contsable Cox are searching fofr some individual who has been mutilating walls of churches and other buildings with vile writing and curricatures.

Have your job printing done at The Times office.

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 r dder and keel came un 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, nnder Captain Britt, showed their metal 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 nets

Captain Mont Eton has been with the Simpson Lumber Company for twenty-three years of the twentyseven years that he has been going to sea. He was formerly on the old tug Hunter here, later on the Chehalfs and the Echo and other schoon ers of the Simpson fleet. His family resides in Marin County, Calif. 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 863

He says one of the regretiable features of the wreck were the roh-beries by the South Slough pirates. He says that they robbed the Advent of practically everything movable despite the guard that WAS placed They even stole articles from there. the ship that were piled up on the are in aMrshfield to secure treat- bluff, he says, and also took a life saving helt, belonging to the life sav-ing 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 saving the nautical apparatus he had by throwing it into the life The instruments were someboat. what damaged.

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

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 Hay 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 bottom) gradually after high water indictments are pending and with ebb tide; vessel dragging McAllister, who was the third a in sore, lying between tide and break ber of the alleged vice digs and working hard on her ground tac- suffer conviction. kle but holding on in an old unused

channel, running close to the shore, riding well in about 19 ft, of water, 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 and it was possible to 11. to take vessel to safety if only assis- purpose of developing a stret m tance could be had. Kept steam up on Vessel's donkey engine. In this position vensel lay until about 3 p. in, 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 is supposed that the Hill has shoe and keel coming up alongside, are back of the enterprise

FRANCHISE AT ASHLAM Hill Company Said to Have See Necessary Rights There. ASHLAND, Or., Feb. 11-1 Minney street railway franchise

thing possible up to time of our

water, as everything was done

Ship's complement with exception

one man who was hurt, and Capa

but vessel lying in such a bid ph

MCALLISTER IS GUILFY.

McAilister:

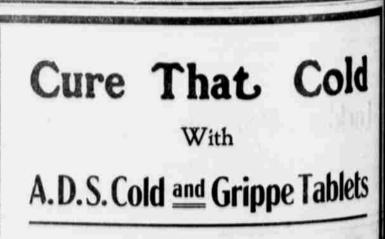
E. M. Simpson, representativ

ing.

Vessel had made very l

Break on splt ince

ried in Ashland by a vote of a to 11. The franchise is for b way system in that city. A privilege has been granted by ford. It is the purpose Minney company to connect the cities by a line which will verse extenisve holdings of company throughout the valler-



There is danger in letting a cold "hang on" in a damp climate and if not checked serious complications may appear.

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