

**Five Women in Battle
Royal On Wrestling
Card Friday Night**

For the first time in history, Marshfield will be the scene of a battle royal between five women all of whom will be in the ring at one time and will start hostilities as soon as the opening bell rings. The girl battle royal will be the main event at the Marshfield armory Friday night in which two bouts between men will precede the main attraction.

Fromoter Elliott spent several days, after Clara Mortenson's match in Marshfield last Friday night, trying to get Fred Mortensen, her manager, to sign on the dotted line for the match. Objections to the match on Miss Mortenson's part were chiefly because of the appearance of Rita Burke and Doris Mahan in it.

The five girl contestants in the battle royal will be Clara Mortensen, champion girl wrestler of the world, Betty Lee, a red-head from Spokane, Lucille King, the California curly heat, Doris Mahan, who last Friday demonstrated her strength by pulling a 160-pound man completely across the ring of the armory using her teeth alone.

According to the rules finally agreed to, the first three girls to be thrown will have to leave the ring. The last two after a few minutes rest will return to the ring and grapple it out for two out of three falls for the big share of the purse.

The Mortensens objected to the appearance of the strong-toothed Doris Mahan for fear that she would bite part of the exposed anatomy of Clara, and also objected to the appearance of Rita Burke in it because they had a hunch that Rita and Doris would gang up together and give Clara what she has been giving other girl wrestlers singly.

In one of the prelims, Leo Mortensen, brother of the girl champ, will tackle George Wagner. And another match will be signed up from a group of wrestlers who have already made bids for the shot.

The Marshfield battle royal will be the main event consisting of five girls in the ring at a time and there will be two other bouts between men on the

same card. For this special attraction, there will be no advance in prices.

**No Criminal Jury Cases
In June Term Of Court**

(Continued from Page One)

der in Mississippi. Greenlee, who committed the crime, also confessed and has been taken back to Mississippi to stand trial.

P. W. Culyer was appointed parole officer for F. E. Cornwell, who was indicted for and pleaded guilty to obtaining money under false pretenses at the Bay.

On Saturday the negro who came to Marshfield with the Al G. Barnes circus and was indicted for stealing a woman's clothes which he claimed he had found on the street, pleaded guilty to being in possession of stolen property when the indictment was dismissed and the new charge filed by District Attorney Flaxel. He was placed on probation with Clarence Barton in Coquille and Jay Upton in Bend as the parole officers to one of whom he must report monthly.

George Cost Reed, who was charged with assault with a dangerous weapon during a float house brawl on Coos Bay, pleaded guilty. He was paroled to Chief Sorenson at North Bend, must refrain from drinking and carrying firearms and must report to the parole officer. His sentence expires.

Belle Knife Hospital

Mrs. Merlin Clinton and baby, of Coquille, and Mrs. Harry Storm and baby, of Croft Lake, were dismissed last Friday and allowed to return to their homes. Other dismissals were Miss Vera Bayne on Sunday and Mrs. L. LaFlamme, of Myrtle Point, on Monday.

Leslie Thomas, a Coquille boy who broke his ankle while riding his bicycle, was brought to the hospital last Friday to have the fracture reduced, and Frank Harnish, of Gravel Ford, was admitted for treatment the same day.

For Refrigeration, Repairing and Installation, phone 600M, C. C. Smith, 221f.

**County C. of C. Hears
About Marine Life**

There was a fair attendance at the Coos County Chamber of Commerce bi-monthly meeting, held upstairs in the new fire hall at Empire, Monday evening, with all towns in the county represented except Myrtle Point and Powers.

The president of the chamber, Ralph Moore, of Bandon, presided and announced that at the August meeting—the 15th—he expected to have Robert Miller, an attorney of Portland, present to talk on the Wagner labor act.

The only business accomplished was the authorization of a half page advertisement in the county fair premium list.

The proposal that Coast highway signs be erected at strategic points, pointing the way to the Coast highway, was referred to the various chambers for approval or rejection. The monthly rental on five 40-foot signs would total around \$150.

Dr. E. L. Packard, dean of the Marine Biological Institute, with its base at Coos Head, gave the delegates an interesting talk on what the Institute is doing and what it needs. There were 13 in attendance at the sessions last year and 27 this summer, who study all forms of sea life as found in the waters of Coos Bay. The credits they earn at these summer sessions apply on their college course record.

Dean Packard recommended to Coos Bay citizens the need for a seawall to protect the CCC buildings and property which the government has provided at Coos Head.

Dr. Packard was followed by Chas. B. Wade, curator of fishes at the Los Angeles Hancock museum, who in an hour's talk gave an enlightening dissertation on science and its connection with business, on fish and sea life as an object of study, and various other subjects with which the average man is not familiar.

Well Drilling

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**Drama and Heart Throbs in "The Adventures of Tom Sawyer"
At Roxy Theatre Thursday, Friday, Saturday**



Scene from "The Adventures of Tom Sawyer," David O. Selznick's technicolor production of Mark Twain's famous classic, released thru United Artists.

**"Buzz" Holmstrom To
Be Home In August**

(Continued from Page One)

yon, which from above looks to be straight up and down and impossible of ascent or descent. It was at the point where Buzz reached the top of the sheer wall when he came out for supplies and the residents there saw him make the dare-devil descent.

Lake Mead is still slowly filling and it will be some time next year before the level is reached at which it is to be maintained, although when the Coquille visitors were there it was rising about a foot each 24 hours.

After leaving the Shrine convocation at Los Angeles, the Lawrences went to Prescott, Ariz., where they visited Rev. and Mrs. S. D. Walters. Mr. Walters was pastor of the Pioneer church here several years ago.

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Crossing the Santiam Pass

The Motorloggers Check Up on Road Conditions and Facilities for Recreation East of Salem

This newspaper is co-operating with The Oregonian and the Oregon State Motor Association in presenting a series of motorlogs designed to stimulate travel in Oregon and the Pacific Northwest. This article has been condensed from a full page article to appear in The Oregonian July 3.

By Lawrence Barber
Staff Writer, The Oregonian

UNCLE SAM'S road builders are gradually tying together the last links of the new North Santiam and South Santiam highways, fast water roads over the middle Cascade range, designed to clip 50 miles from the motoring distances between Willamette valley cities and the sparkling lakes and colorful plateaus of central Oregon.

This summer, for the first time, motorists are already driving the entire distance of the North Santiam highway on the new permanent grade. They encounter clouds of dust, busy road-building machinery and bumpiness of rough grading, but these inconveniences are considered minor to the average motoring Oregonian, who thrills in the exploration of new highways, new mountains, new rivers and new lakes.

Starts at Detroit
The new North Santiam highway starts at Detroit, 80 miles east of Salem and Albany, and rises with easy grades and sweeping curves up the North Santiam river valley 32 miles to its junction with the South Santiam highway at Little Nash junction.

The South Santiam highway starts its mountain climb near Cascadia, 45 miles southeast of Albany, and rises 35 miles up the Santiam river to the junction at Little Nash. From that point the combined highway sweeps up the west slope of the mountains to Hogg pass, dips

over and drops down beside sparkling Suttle lake and the tall pines of the upper Metolius.

But the South Santiam highway is not yet opened to traffic. A section of several miles about midway between Cascadia and Little Nash is to be built this summer, and the entire grade, although unsurfaced, will be opened for the public next summer. Meanwhile, Oregon's unstopable exploring motorists will use the summer detour road through the timber.

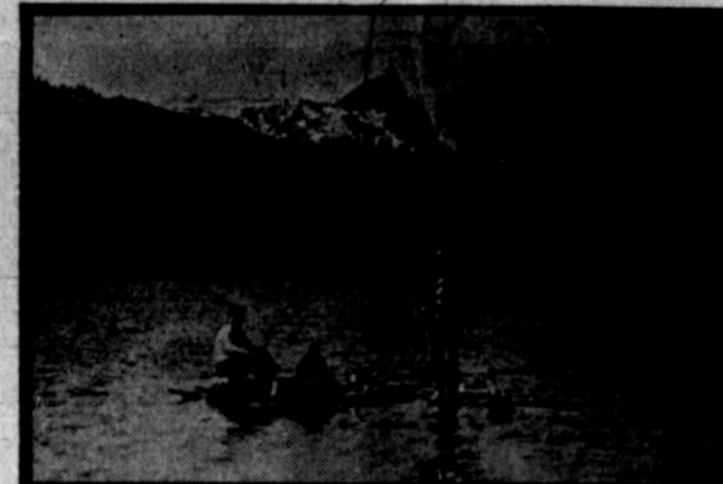
Little has been published about these two new roads, because the United States bureau of public roads does not wish to encourage travel upon uncompleted highways.

"There is always the inconvenience, discomfort and danger of driving in clouds of dust, which heavy traffic stirs up on unrolled roads," explained H. D. Farmer, senior highway engineer in charge of forest highways in Oregon. "Persons driving in dust fog face the danger of head-on collisions or of running off the road."

So the North Santiam highway is not yet being recommended as a travel artery for the general public.

Wide as Portland's Broadway, the new grade lacks much of man's finishing touch. Ten miles of it were oiled during the last two weeks, while about 16 miles between Detroit and Marion Forks are scheduled for surfacing and oiling late this year and early next.

The South Santiam route over Hogg pass has long been designated by the bureau of public roads, the forest service and state highway commission as a future commercial route over the mountains, but the North Santiam



Fishing on Square lake, one mile north of Santiam highway at Hogg pass summit, is done usually from rafts like this one

route was not officially "discovered" until 1928, three years after a narrow, one-way road with turnouts was constructed from Niagara, eight miles above Mill City, to Detroit, to serve people who previously had only a logging railroad for their connection with the outside world.

Began in 1931

As soon as the preliminary investigation of the route was made, the North Santiam was added to the state system, and construction was started in 1931. From that year to this the federal government has allotted about \$100,000 annually for construction, adding three to ten miles of grade each year, and now and then a bridge or two.

With the completion of the last bridge over the river this month, the North Santiam grade will be entirely completed and the last detour above Detroit will be eliminated.

But there still remains the 25-mile bottleneck below Detroit, the narrow, one-way dusty road chiseled out of the rocky slopes of North Santiam canyon 13 years ago. The United States bureau of public roads contemplates replacing this within a few years with a wide, smooth, well-graded highway, but this project must wait until the United States engineers definitely decide upon the location and height of a dam they propose to erect in the canyon below Detroit as a part of the Willamette valley project. If the dam is high, it will force the highway to an expensive and difficult location high up the canyon side.

Advantages of the Santiam road route are confined largely to reduced distances and driving times as compared with other routes. From Portland, Bend is virtually as far by this route as the Wapinitia road, but Suttle lake and the Metolius resorts are brought 56 miles closer to

Portland via a paved short cut through Woodburn, Silverton, Stayton and Detroit.

The distance between Salem and Bend is now only 140 miles via the North Santiam route, compared with 190 miles via Eugene and the McKenzie highway.

Highway engineers expect the Hogg pass route will be more readily kept clear of winter snow than the McKenzie pass. They experimented with snow clearing on the new route during the first half of last winter and found the job not difficult. They learned, however, that danger of snow slides at Hogg road made the construction of retards at that point desirable, with the result that such work is scheduled for this season.

Rivers Scenic Streams

The Santiam route is attractive, too, from a scenic and touring standpoint. Both the North and South Santiam rivers are scenic streams, rushing down from the mountains through deep canyons of rock and timber.

As the joint highway climbs over the summit, fine views of Mount Washington, the Three Sisters and Three-Fingered Jack are played before the motorist in an endless panorama.

Dropping down the eastern slope, the motorist gets a striking view of Blue lake and Suttle lake, surrounded by deep pine timber far below. The road passes the entrance to the Suttle Lake lodge and forest recreation area at the eastern end of the lake. Two side roads passed in this vicinity lead direct to the Metolius resorts, Camp Sherman and the springs from which Metolius river is born.

Beyond is Sisters, where the Santiam and McKenzie highways join, and where the road to Redmond, Prineville, Mitchell and northeastern Oregon separates from the highway to Bend, the upper Deschutes valley and southeastern Oregon.

After their visit with Buzz and vicinity, the Grand Canyon, Brice canyon and Zion National Park, they went back to San Francisco for the Rotary convention. The "count" got home last Saturday and the rest of the family will be home in ten days.

**Half Moon Auto Court
Destroyed By Fire**

The Half Moon service station, store and four cabin auto court on the Myrtle Point highway, a little more than a mile from Coquille, was totally destroyed by fire of unknown origin about six o'clock last Friday morning.

Mr. Butler, proprietor of the place, was awakened by the crackling of the flames and his first effort was to get Mrs. Butler into their car and across the highway to safety. He then turned in the alarm and started moving out as much as he could.

The fire department responded with the chemical truck but the flames had spread too rapidly to be stopped. There was quite a pyrotechnic display for a few minutes as the fireworks in the store were set off.

The West Coast Telephone company's through line to Roseburg was destroyed by the fire but service was interrupted less than two hours before temporary repairs were made.

Mr. Butler was operating the station and court under lease.

Will Be In Federal Court

G. E. Mitchell, forest supervisor at Grants Pass, informs the Sentinel that in compliance with an amendment to the federal fish and game code, the illegal possession of fish or game in a national forest will hereafter mean prosecution in the federal court. Heretofore, the offender has been tried in the state's courts.

We still have a few of those fine Wahl Desk pen sets at half price. This is a factory special, don't miss it if you need a desk pen. H. S. Norton Music and Stationery.

Calling cards, 50 for \$1.00.

Tibet Has Strange Climate
Tibet has an extraordinary condition of temperature; there are places where the ground temperature in the sun may be over 130 degrees, while it is still at the freezing point in the nearby shade.

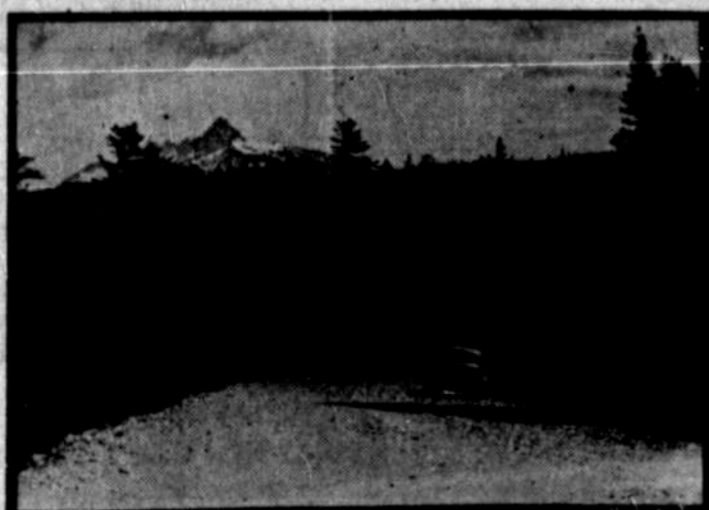
Close Harmony
Close harmony is an arrangement of four voices so that the tenor and soprano are not more than one octave apart. The voices and the chord are then said to be in close position in contrast to open position.

California Indians' Customs
For more than 2,000 years California Indians have eaten the same foods, traded the same materials, and in general lived in the same way, says an anthropologist.

Lee Headed Military Academy
General Robert E. Lee at one time was superintendent of the United States Military Academy, from September 1, 1852, to March 31, 1855.

Embody Souls of Indians
Hummung birds in Jamaica, according to legend, embody the souls of Arawak Indians, inhabitants of the island when it was discovered by Columbus in 1494.

Must Know Culture
No use trying to acquire culture if one has not the knack to know what it is.



The new highway grade is as wide as Portland's Broadway, with sweeping curves and easy grades. Three-fingered Jack in distance

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