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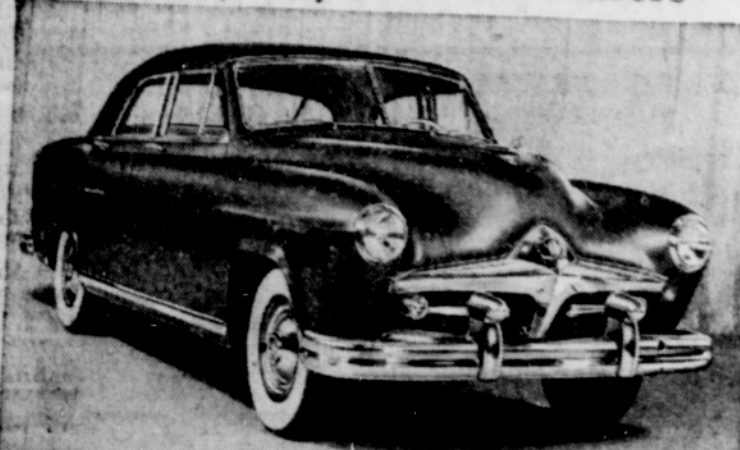
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### Luxury Keynotes '51 Frazers



LUXURIOUS STYLING and passenger comfort characterize the 1951 Frazer. The new Frazer series is marked by aerodynamic styling with a European note evident in the elevation of the rear fenders, which "hop up" above the waist-line of the car. A choice of Hydra-Matic or overdrive is offered as extra equipment with the new Kaiser "Supersonic" engine.

## K-F Unveils Frazer Line, Third Series of New '51 Models

Luxury Sedans Supplement Popular-Price Kaisers,  
Low-Price Car; Round Out K-F's Entry  
Into All Major Price Ranges

WILLOW RUN, Mich.—The third of the three new lines of 1951 automobiles which will be marketed in all price ranges by Kaiser-Frazer Corp. was announced today.

The new series is the "handcrafted" Frazer luxury line, which embraces five custom body styles in the medium and upper medium price classes. They supplement the popular-priced 1951 Kaisers and the as yet unnamed low-priced model.

With a long 123 1/4-inch wheelbase, the 1951 Frazer models feature new aerodynamic styling with a European note evident in the elevation of the rear fenders, which "hop up" above the waist line of the car.

Marked throughout by custom car styling features, the eye-appeal of the new Frazer lines is keyed by a heavily chromed wind tunnel grille with two airfoil center vanes which house the parking lights in their wing-tips.

Fluted "speed lines" strengthen the swept-back front fenders and are repeated in the rear fenders, which are crowned with oversize tail lamps with columnar lens and built-in reflectors. Placement of the massive lamps at the peak of the fenders defines the car from the side as well as from the rear in night driving.

The five body styles include a four-door sedan and Vagabond "utility" model in the Frazer Standard line, with a four-door sedan, convertible and "hardtop" in the Manhattan series. The "hardtop" sports model resembles a convertible in detail, even to a colorful sheath of weather-proof nylon which covers the rigid ribbed steel roof.

The Frazer is offered in all models with the powerful new K-F high-compression "Supersonic" engine. Hydra-Matic transmission and overdrive are available as optional equipment.

Luxury comfort and convenience features identify the Frazer line throughout. They include restful multi-coil seat springs with airfoam rubber padding, and color-styled upholstery in finest wool Bedford cloths, broadcloths and saddle leathers.

Center arm rests are standard both front and rear in the Manhattan series, and automatic window lifts are available as optional equipment.

The custom styling treatment is evident in the new jewel-like Frazer crest, which is mounted in the grille just below a long "Charging Knight" hood ornament.

The wrap-around bumpers are studded with bumper guards which have large, detachable "torpedo caps." The caps, which project beyond the outer extremities of the bumpers, afford extra protection and are replaceable if they become scuffed.

The new lines of the Manhattan four-door sedan are dominated by a rakish roof which tapers down to the deep, curved rear window. The window is 73 inches in width, presenting a striking contrast with the low, 62-inch overall height of the model.

An exclusive K-F feature is the design of the center pillar post, which is of heavy, chrome-framed safety plate glass, providing additional visibility as well as structural roof support.

In addition to the new Kaiser "Supersonic" engine, mechanical advances include improved front and rear suspensions, which produce a softer, sway-free ride over rough terrain; covered, permanently lubricated rear springs; reinforced box-type frame, and dust and sound-sealing insulation.

Six-passenger seating width of 62 inches, and generous trunk capacity of 27 1/2 cubic feet are outstanding among body dimensions. In the Vagabond utility model, designed to serve for bulky hauling as well as for deluxe passenger transportation, there is more than 130 cubic feet of cargo space.

Now on Display at Hansen Bros.

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(Paid Advt.)

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## City Briefs

Thomas Veale is reported recovering satisfactorily at Sacred Heart hospital, Eugene, following two major operations. He entered the hospital on January 27.

Mr. and Mrs. Jack Oviatt and Mr. and Mrs. Lyle Stimpson and daughter, Jacqueline, visited at the J. D. Oviatt home from Tuesday until Friday.

Mrs. Julia A. Powell left February 12 by plane for San Francisco to visit her brother and his wife, Mr. and Mrs. John L. Sweany, and their daughter and husband, Mr. and Mrs. Gary Gudjohnson, all at Sebastopol.

Dr. and Mrs. H. A. Hagen and Mrs. C. C. Cruse spent the week end in Portland where Dr. Hagen attended the northwestern states chiropractic clinic. Mrs. Cruse visited at the home of her sister, Mrs. C. Lund, and Mrs. Hagen visited with friends.

Mr. and Mrs. Elwyn Woodson and baby of Astoria spent the week end here with Mr. Woodson's mother, Mrs. Fairy Woodson.

The Rev. Frank Brown spent the past week at Hillsboro where he was guest leader of the National Christian Teaching Mission. Saturday morning he attended the Youth Conclave in Portland and was one of the discussion leaders.

George S. Smith, who is spending the winter in Tucson, Arizona, writes this office that he is enjoying the Arizona sunshine, as well as some rain and snow. He said Tucson needs some good old Oregon soil to make things grow, and he would appreciate a drink of good water, but he has decided that will have to wait until he comes back to Oregon.

Mr. and Mrs. G. B. Arnest went to Portland Tuesday, February 21 for the day to attend the funeral of F. D. Braley of Bay City, Oregon. Mr. Braley is the brother-in-law of Mr. Arnest. Dorothy Arnest, who has been visiting in Portland over the week end, stayed through Tuesday to attend the funeral also.

Howard Harpole and Miss Janet Gebhardt, both students at OSC, came Sunday to spend the day with Mr. Harpole's mother, Mrs. W. M. Harpole.

A son, Dennis Lee, was born Sunday, February 19, to Mr. and Mrs. W. W. Mortindale of Springfield, at Sacred Heart hospital in Eugene. Mrs. Mortindale was formerly Mary McKibben of Cottage Grove.

Don Carver, manager of the local Safeway Store, attended a district managers' meeting of Safeway Stores in Salem Tuesday.

Mrs. J. H. Thomas and Mrs. Ethel Russell and daughter, Sharon, went to Los Angeles Sunday, February 12 to attend the funeral of Mr. R. Fleming, who is the brother of Mrs. Thomas and the father of Mrs. Russell. They were gone almost a week. Mr. Fleming had been a resident of Roseburg and Portland, and from there moved to Los Angeles.

Mr. and Mrs. Bill Sheldon and children Billy and Bobby of Tappan, Washington visited relatives here the first of the week, and went to Coos Bay to visit his parents, Mr. and Mrs. George Sheldon.

Week end visitors of W. C. Martin Jr. at the Martin residence were Keith Cockburn and Bob Groth who also attend the School of Music at the University of Oregon with Martin Jr.

Mrs. W. C. Martin and Mrs. William Sutterlin spent Thursday, February 16, in Roseburg attending the Women's Missionary Meeting where Mrs. Martin was guest speaker. She spoke on the "Foreign Missionary Work of the Northern Baptist." Mrs. Sutterlin spoke briefly on the work of the missionaries in Southern China, where Rev. Sutterlin served as a missionary for some time.

Mrs. Edna Raymond of Eugene is visiting here with her sons and daughters-in-law, Mr. and Mrs. Carl Raymond and Mr. and Mrs. Curtis Raymond. Mrs. Edna Raymond made her home here for 30 years, and is now living in Eugene with her daughter, Mrs. Will Wells and family.

### Eldon B. Grable ELECTRICAL CONTRACTOR

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House, Commercial and  
Industrial Wiring

Callers Tuesday at the homes of Mr. and Mrs. H. L. Browning and Mr. and Mrs. Warren Ness were Mr. and Mrs. Peter Carlin of Hettiger, North Dakota, former neighbors of the two families.

Mr. and Mrs. A. M. Watters of St. Louis, Missouri arrived Monday to spend a couple of weeks with Mrs. Watters' sister, Mrs. H. A. Mitchell of Loraine.

Mrs. Kenneth Whitlock and new baby Jean William of Eugene are spending a few days here with Mr. Whitlock's parents, Mr. and Mrs. Herbert Whitlock. The Whitlocks' 17-month-old baby Tim is with his aunt, Mrs. Jim Thrasher.

Miss Bernice Smith and her friend, Miss Ann P. Alley are spending a week at the home of Miss Smith's parents, Mr. and Mrs. C. G. Smith. Miss Smith and Miss Alley are both nursing at the Veterans Hospital at Fort Milley in San Francisco, where they have been serving for the past three years. Prior to this they were together in the Nurses Training Corps for 15 months, and from there went to Fort Milley.

Mrs. Robert Daugherty of Portland will come down Thursday to visit her parents, Mr. and Mrs. C. B. Benton, and drive back a new Ford station wagon. Mrs. Benton will return to Portland with her. Mr. Benton will join them Saturday, and both Mr. and Mrs. Benton will return home Sunday.

## Forests-Counties Concerned Over Timber Loss in Mine Areas

Forest officials are concerned over the timber located in the Bohemia mining district, which may be sold by the owners of the mining claims unless the law which was passed in 1872 is changed and which gave the owner of the mining claim the surface rights as well as the subsurface rights; that is if the claims were patented. In the past few months forest officials assert that several claims have been sold apparently for timber rights. Several months ago a buyer from Portland came down to inspect twelve claims, said to represent some 50,000,000 feet of timber. One official commented that it looked like the activity in that district was due to the fact that some promoters wanted to get title to the claim in order to sell the timber. Among the claims up for sale, on which patents have not been issued are six claims for the Ed Jenkins estate involving several million feet of timber. About forty more claims in the general Bohemia mining district are in the process of being patented. One estimate is that the lumber of the Jenkins estate claims is worth in the neighborhood of \$45,000 to \$50,000.

There is a new law pending before congress which would reserve the surface rights to the government, but until this law is passed,

mining claims are still being operated under the 1872 law.

It is further pointed out that the counties have a 25 per cent share in the income from the timber, which in the case of the Bohemia district would be lost to Lane county.

A case in point. Four claims were patented in the Willamette national forest last year, presumably for bona fide mining purposes, the value of timber on these four claims was estimated to be worth \$20,000. Immediately on receiving a patent on the claims the timber was sold and logged with the result the counties involved lost the taxes which would have been \$5,000 if the same timber had been logged under forest service supervision.

This and other instances has led the Lane County court to file a protest against such practice with the Oregon congress delegation. The protest was understood to have been filed last week.

Six claims in the Bohemia district are said to be in the process of being patented. The value of timber on these six claims is estimated at \$44,000. The counties share of this amount is \$11,000.

Objections to the 1872 law are cited as follows: There is no limit to the number of claims one claim-

ant may tie up. Patents issued to mining claims include all surface rights. Little or no consideration is given to value other than mineral. If a claim shows even minor mineral values, it is usually subject to the mining laws. This mining law is still being used as a means of obtaining title to lands other than mining. And there is no requirement that mining claimants make any record whatever of their claims with any federal agency.

### Ancient Dowry

In early times, gifts of pins were an important part of a bride's dowry.

Mr. and Mrs. Warren Nichols are in Portland caring for his niece, due to the illness of their mother, Mr. Nichols' sister.

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**DIVERSIFY OUR MANUFACTURING**—in order to use all of the tree. The aim is to build manufacturing centers in each of our operating areas so that on one mill site we can make useful products from low value as well as high value material.



**DEVELOP NEW PRODUCTS**—to increase the "take" from each acre of forest land harvested. A staff of engineers and scientists spends all of its time in this work. More products mean more steady jobs.



**DEVELOP PERMANENT MARKETS**—to be reasonably certain that Weyerhaeuser products are in steady demand year in and year out, in good times and bad. We work toward consistent high quality, and apply modern selling methods to create customer demand.



To STAY IN BUSINESS, our company must sell lumber, pulp, plywood and by-products continuously on the free competitive market. Company operating policies such as tree farming, diversified manufacturing, development and research all contribute to the development of permanent markets. In addition, we must maintain the quality, competitive price and uninterrupted supply of forest products required by consumer demand.

The company has a large group of trained salesmen servicing current customers and making new ones. To supply these customers promptly, we maintain stockpiles of forest products in major marketing areas. Company operated cargo vessels transport these products from Pacific Northwest mills to Atlantic seaboard warehouses. Other distribution centers are served by rail.

Permanent markets for our products are essential to all of us—employees, shareholders, government, the company and communities in which we operate.

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