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(of Newberg)

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ELECTION NOV. 7, 1922.

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PRUNE**Oregon Nursery Co.,
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information referred
to above without obli-
gation to me.

Name

Address

(N. G.)

See our local representative, I. A.
Hanning, or use Coupon.**NORTHWESTERN FILBERTS**By C. E. Schuster in "The Country
Gentleman."

In the year 1878 David Grenot presented his neighbor fifty seedling filbert trees which had been raised from nuts brought from Europe. The seedlings were planted along the fence row, as was the custom in Grenot's homeland, and allowed to shift for themselves. This occurred in Douglas county in Southern Oregon, and today forty-nine of these same trees are alive to attest the vigor and thrift of this kind of nut tree. Here we can see the faintest beginning of one of the newest industries of Oregon, an industry which is rapidly assuming considerable proportions.

When I began to investigate the possibilities of the filbert I visited the ranch of George A. Dorris near Springfield, Oregon.

Mr. Dorris informed me that he had obtained his first trees in 1907. He said: "I bought a lot of two-year-old trees and set them out near the house. A few of them bore a nut or two that year, and in no year since then have they failed to bear a crop according to the size of the trees. In that purchase were Red Avelines, White Avelines, Davianas and Barcelonas. Of these the Barcelona is the only variety to consider for commercial plantings. Since that time I have obtained the Du Chilly as a pollinizer for the Barcelona.

"That first shipment of trees was planted twelve by fifteen feet apart, the usual distance recommended at that time. Later developments have shown this distance to be too close, as I now have trees with a spread of twenty-two to twenty-five feet. Of course these trees have never had any pruning or training, and it is unlikely that well pruned trees would reach these proportions so soon. Filbert trees should not be set closer than twenty feet and in the better soils should be set twenty-five feet apart.

A Paving Crop

"Will filbert growing pay?" Now, let me tell you. I believe it is one of the best orchard crops to grow in Oregon. In one of my plantings which is eight years old the Barcelona trees each yielded from 15 to 20 pounds last year, while the six-year-old trees bore from two to six pounds each. We received from 30c to 35c a pound for our crop."

In the mild climate of the Pacific northwest the trees assume a considerable size, as is shown by one tree in Portland with a spread of over thirty feet and a circumference of forty-six inches one foot from the ground. This same tree produced between 75 and 80 pounds of nuts in 1921. While the trees develop in western Oregon and Washington the record for bearing is just as good for there has been no instance of a complete crop failure.

In December, 1919, this section of the country had an unprecedented cold snap which caused the oldest old timer to overwork his imagination to equal it in past history. Orchards of other fruits were killed, but few filbert trees were damaged.

In soil requirements the tree seems to be rather lenient, provided the soil is fertile, deep and well drained. Vigorous, heavy producing trees are found on several types of hill soils as well as on the river bottom soils and that of the second and third benches. In choosing a location one criterion adopted by many growers is: "Where the wild hazel grows thriftily the filbert will do well."

Of the many varieties tried out the Barcelona is the most suitable. Other varieties have better quality in the kernels, but not so many other valuable characteristics as the Barcelona. Among these properties so essential to a commercial variety and possessed by the Barcelona, may be listed vigor in tree growth, heavy yield of nuts and the fact that it is self-husking. The last one is very important, as the cost of hand husking of many varieties is prohibitive and no machinery as yet is available for this work.

The Best Liked Pollinizer

Like all other varieties of filberts tested by the Oregon experiment station, the Barcelona is a self-sterile variety, needing some other variety to cross-pollinate it. At the present time the variety most generally used for this purpose is the Du Chilly. On this account one Du Chilly is planted to eight Barcelona trees, thus putting in a pollinizer every third tree in every third row.

Filbert trees are promoted by layerage. Budding and grafting are not successful enough to be resorted to on a commercial scale. Trees raised from seed act in the same way as with other fruits—practically being worthless and each one being different from all the others.

The trees come into bearing at five to six years of age, when they can be expected to yield from two to six pounds a tree. One continually hears of trees that bear at two to three years of age, but it will be only an occasional but and nothing that can by any means be classed as a crop. From this time they increase rapidly, and especially at eight to ten years of age the yield is mounting up.

Mr. J. C. Nibler, of Woodburn, Oregon, has 112 trees on his small place in connection with raspberries, blackberries, gooseberries, strawberries, and several kinds of tree fruits. These 112 trees, making a little less than an acre as he has them planted, produced 2100 pounds at eight years, 2200 pounds at nine years, none the following year, due to the freeze of December, 1919, and over 2300 pounds at eleven years of age. When it is considered that the growers are receiving from 25c to 35c for filberts, it can be seen that a pretty income is coming to Mr. Nibler from a little less than an acre of land.

The initial costs of establishing an orchard are about the same as with other fruits. The trees this year cost from forty to sixty cents each. This will make the cost from

twenty-seven to sixty-five dollars an acre.

Harvesting costs are very low. The picking cost about one and a half or two cents a pound. Drying is done very cheaply, as a very low temperature is used. Where artificial heat is used it will not be over 85 degrees, so the cost will be low, as the nuts are only dried for a short time. Most of them are dried by being placed in a room containing a stove and left for a couple of days.

There is no necessity for spraying filberts as yet, and this fact alone is making the growing of filberts popular in a country where apples need seven and eight sprays each year. Taken with the low cost of production and the regular crops, the filbert would appear to be one crop that, if properly located and carefully tended to, will be a support for one's old age and that of his grandchildren as well.

CUTTING FERTILIZER COST

The basis of practically all mixed fertilizers is phosphoric acid which is obtained from phosphate rock. While this country has large deposits of this mineral than any other nation, we are throwing away several million tons annually because of the present methods of preparing phosphate fertilizer. The scientists of the bureau of soils of the Department of Agriculture are endeavoring to eliminate this tremendous loss, so have installed an oil burning furnace with an auxiliary equipment for the production of phosphoric acid. Photo shows W. H. Waggoner, expert in this work, ascertaining the value of various gases evolved from the furnace. In order to extract the full value of the gases drawn off during a furnace run, their composition must be accurately determined.

REAL ESTATE TRANSFERS

Ida Behnke to Walter F. Ake, lots 1, 2, 3 and 4, blk. 27 Edwards addition, Newberg. \$1000.

A. H. Birrell-Gill & Co. to Elmer J. Hohenadel, lots 84 and 92, Hillcrest subdiv. of Highlands. \$10.

F. H. Buchanan and wife et al to Etta Henderson, lot 15, blk. 3 Chapman addition Sheridan. \$10.

George W. Buck and wife et al to W. M. Fyler, small tract in J. B. Rowland DLC, tp 3 s, r 4 w. \$1.00.

Ed M. Clark and wife to R. E. and Eva A. Doak, lots 1, 2, 3, and S. 50 ft. of lot 6, blk. 37, Oak Park addition, McMinnville. \$3500.

Frank Converse and wife to Edward J. Converse, 242.40 acres in T. R. Harrison DLC, tp. 5 s, r 4 and 5 w. \$1815.

Seburn P. Harris and wife to Irwin and Bessie Selby, lot 2, blk. 11, original town of Newberg. \$10.

J. C. Hoover to Elmer Martin and wife, part of lots 1 and 2, blk. 1, Rhodes addition to McMinnville. \$500.

B. A. Kliks and wife to Fred A. and Jessie E. Fulgham, lots 1, 2, 3, 4, 5, 6, 7 and 8, blk. 5, Baker & Martin's addition, McMinnville. \$1500.

C. H. Knickerbocker and wife et al to Otto W. Helder et al, 240 acres in sec. 16, tp 5 s, r 7 w. \$10.00.

Noah C. Kuhn and wife to Thomas Knobel, 20 acres in sec. 31, tp 6 s, r 7 w. \$10.

Sherman P. Lange to Fred A. and Jessie E. Fulgham, 90x100 ft. in McMinnville. \$500.

Emily J. Nichols to Lyle P. Paxton, lot 158, City of Dayton. \$150.

Rachel A. Porter to John Kalber, 3.54 acres in Wm. Chapman DLC, tp. 5 s, r 6 w. \$1300.

S. W. Preston to Fred A. Fulgham and wife, 50x100 ft. in McMinnville. \$500.

C. F. Robertson and wife to Albert F. Nackers and wife, 50.2 acres in H. Yocum and A. Lynch DLCs, tp 5 s, r 6 w. \$7000.

S. H. Robison and wife to John W. and Arthur S. Kays, SE quarter of NE quarter and 36 ft. strip in lot No. 1, sec. 1, tp 3 s, r 4 w. \$10.

A. Rupert Co., Inc., bankrupt, by trustee to M. F. Corrigan, lots 1, 2, 3, 4, 5, 6, 7 and 8, blk. 17, lots 4, 5, and 6, blk. 18, lots 1 to 8 inclusive, blk. 23, lots 1 to 5 inclusive blk. 24, Oak Park addition McMinnville. \$21,000.

School Dist. No. 29 of Yamhill county, Oregon, to H. L. McGarry and wife, 4 acres in D. D. Deakins DLC and lot 1, sec. 20, tp 3 s, r 2 w. \$2500.

A. J. Schukar and wife to Emil Schreid and wife, 52.46 acres in O. P. Turner DLC, tp 5 s, r 6 w. \$10.

Gertrude Branson Stockton and husband to Minnie A. Campbell, 50x115 1/2 ft. in C. B. Graves DLC, tp 5 s, r 6 w. \$10.

Marie White to Harry White, n. half of lots 1 and 2, blk. 15, Johns addition McMinnville. \$750.

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**Come and see the new 1923
Superior Chevrolet Models**

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**Specifications of the 1923 Superior Line**

—Some distinctive features are: Streamline body design with high hood and crowned, paneled fenders; vacuum feed and rear gasoline tank on all models; drum type head lamps with legal lenses. Curtains open with the doors of open models.

—Closed models have Fisher Bodies with plate glass Ternstedt regulated windows, straight side cord tires, sun visor, windshield wiper and dash light. The Sedanette is equipped with auto trunk on rear.

ENGINEERING SPECIFICATIONS

MOTOR: Four-cylinder, valve-in-head type, 3 and 11-16 in. bore, 4 in. stroke.

CYLINDERS: Cast-iron bloc (including upper half of crank case). Head detachable.

VALVES: 1 1/2 in. diameter.

CONNECTING ROD BEARINGS: 1 3/8 in. diameter, 1 1/2 in. long.

CRANKSHAFT BEARINGS: Front, 1 3/8 in. diameter, 2 and 5-16 in. long; Center 1 and 21-32 in. diameter, 1 1/2 in. long; Rear, 1 3/4 in. diameter, 2 and 11-16 in. long.

CAMSHAFT BEARINGS: Front, 1 and 5-16 in. diameter, 2 3/8 in. long; Center, 1 and 9-32 in. diameter, 2 in. long; Rear, 1 1/4 in. diameter, 1 and 7-16 in. long.

OILING SYSTEM: Splash, gear pump and individual oil pockets. Pressure to center bearings. Oil pressure gauge on instrument board.

CARBURETOR: Zenith or Improved Holley.

FUEL: Vacuum feed; 10-gallon tank in rear.

IGNITION, STARTER AND GENERATOR: Remy or Autolite.

CLUTCH: Cone type with adjustable compensating springs.

TRANSMISSION: Selective type, sliding gear; three speeds forward and reverse.

COOLING: Water pump and fan; honeycomb radiator.

FRONT AXLE: Drop-forged I-beam. New Departure bearings.

REAR AXLE: Semi-floating type, wheel bearing carried on wheel hub and in axle housing, not on axle shaft. Hyatt and New Departure bearings. Spiral bevel ring gear and pinion.

BRAKES: Emergency, internal expanding, hand control; Service, external contracting; 10 inch brake drums.

WHEELS: Wood, artillery type, demountable rims, large hub flanges.

TIRES: 30 in. x 3 1/2 in. Straight side cord tires are standard equipment on all closed models.

DRIVE: Left side; center control; spark and throttle levers under steering wheel. Foot accelerator.

STEERING WHEEL: Worm and gear, 16 in. steering wheel.

SPRINGS: Quarter-elliptic type, front and rear.

WHEELBASE: 102 inches.

EQUIPMENT

Standard equipment includes a starter and electric lights connected to the battery, barrel type head lamps, legal lenses, speedometer, oil pressure gauge, radiator, demountable rims with extra rim, tire carrier and license holders double adjustable windshield, complete tool equipment, and on open models one man top and side curtains which open with the doors.

Closed models equipped with straight side cord tires, sun visor, windshield wiper, and dash light. We reserve the right to make changes in design or construction at any time. Prices subject to change without notice.

DISTINCTIVE FEATURES

LOW COST OF OPERATION. Chevrolet leads among all automobiles in gasoline mileage.

Oil consumption is so low as to surprise all new owners who have driven any other car. Tire mileage is unsurpassed.

EXTENSIVE SERVICE FACILITIES. There are about 5000 Chevrolet dealers and more than 5000 Parts Depots in this country and both of these classes are being increased rapidly.

DRIVING COMFORT. All models are comfortably upholstered, have double ventilating windshields (Ternstedt regulated windows on all closed cars) and motors that are properly cooled.

CURTAINS OPEN WITH DOORS. This modern convenience applies to all open models.

VACUUM FEED on all models, with tank in rear.

DEMOUNTABLE RIMS. It is a simple, quick job to change rims on any Chevrolet.

IMPROVED DESIGN. With the new high hood, crowned paneled fenders, sloping windshield, plate-glass windows, large radiator and drum type headlights, stream lines and fine finish Chevrolet takes its place among the best class of artistic cars, and can and will be a source of pride to every owner.

FISHER BODIES. All our closed cars have Fisher Bodies, known to be the highest type of construction and standard on the best grade of closed cars, even those selling at the highest prices.

A study of the specifications and examination of whatever model meets your requirements will disclose numerous quality features not here mentioned for lack of space.

By all means, you owe it to yourself to KNOW the Chevrolet before buying any car at any price.

NOTE THE MANY QUALITY features, same as found on automobiles of higher price.

CALL AND SEE THESE CARS at our show rooms to realize their incomparable VALUE.

PRICES F. O. B. NEWBERG

SUPERIOR Two Passenger Roadster.....	\$642
SUPERIOR Five Passenger Touring.....	\$665
SUPERIOR Two Passenger Utility Coupe.....	\$577
SUPERIOR Four Passenger Sedanette.....	\$1044
SUPERIOR Five Passenger Sedan.....	\$1065
SUPERIOR Light Delivery.....	\$627

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