

New Apple Varieties Seen At Station

(By Gordon G. Brown)

The appearance of many new apple varieties under trial at the Hood River Experiment Station previous to their recent harvest, was almost spectacular. In some instances the term gorgeous would not be out of place. Those who visited the Station during the regularly scheduled late summer inspection tours, obtained a partial picture of the almost perfect development attained by many varieties when picking time arrived; flavor, too, was not to be despised. A few days ago about 20 Oregon State College student majoring in pomology, were at the ranch. They made a raid upon some of the more mature sorts, principally McIntosh or red sports of this variety. These crisp, juicy and aromatic strains found special favor, indicating that they "knew their apples."

With many of the new red "sports," a very few specimens only of fruit are as yet available. This is especially true of such varieties as Kendall (a cross of McIntosh x Zuss-off) having origin at the Geneva, N. Y., Experiment Station, Milton (Transparent x McIntosh), Early McIntosh, Macoun, Medina and Sweet McIntosh. During midsummer, Lodi (Montgomery x Yellow Transparent) held our attention. The variety, a yellow one, is a distinct improvement over Transparent and is especially valuable as a mid-summer cooking apple. The limited number of fruits sold locally during the past summer, met with much favor.

Of major importance commercially, are the following: Starking, Richared and Shotwell sports of Delicious. The two former strains mentioned have been produced commercially for a number of years. The clear-cut advantage in color which each held over common Delicious when harvested on October 6th, was especially marked. Sizes were inclined to run small where heavy thinning of fruit was not done. Under shaded and crowded orchard conditions, fruit of Starking failed to attain the same degree of color as that from trees of the same age and under more favorable conditions. We are also watching a new red bud sport of Delicious discovered by Mr. Childs in our Station Delicious orchard.

Other varieties or strains under

trial are: Blackjon, Cortland, Red Gravenstein, Blackmack McIntosh (red strain), Paragon, Red Rome, C & O Winesap, Blaxtymen and Staymared.

It is quite possible that some of these red sorts may find a commercial outlet from Hood River Valley. We can grow a fine McIntosh most years. The variety has some weaknesses such as susceptibility to scab and to dropping at harvest. Those who plant the variety, however, will possess a tree which is a rapid grower and rated very hardy. Several growers are planting Blackjon in a limited way.

Specimens of the several varieties mentioned and other sorts, were recently forwarded to the Horticultural Department of Iowa State College, University of Minnesota and Oregon State College for technical study by students of pomology. At Corvallis, some of the fruits will be on exhibition at the Hort show in the near future.

And finally, I forgot to mention a red strain of Ben Davis at the Station—Black Ben Davis. This is as intriguing as ever—until you bite into it. Well it seems we haven't forgotten anything.

EXTENSION COURSE HELD AT HOOD RIVER

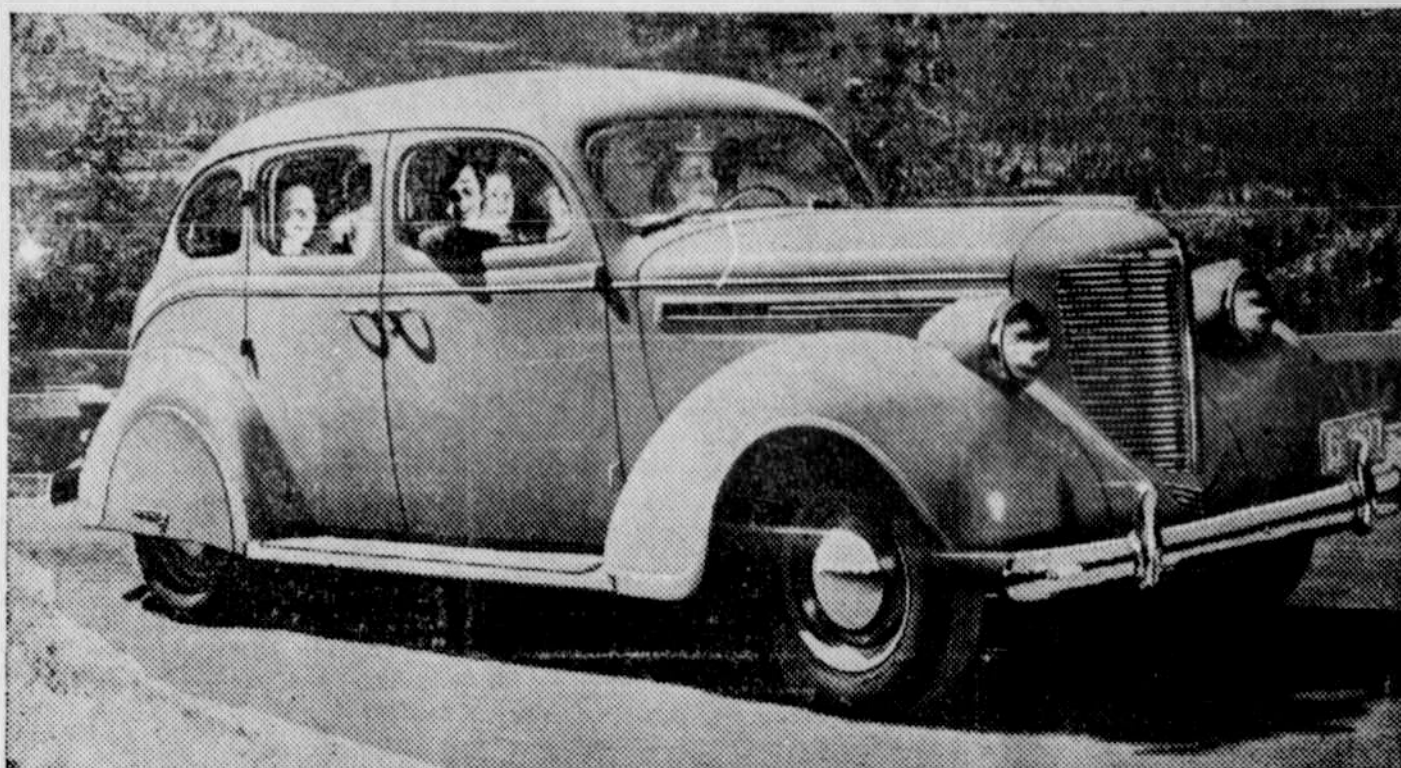
University of Oregon extension courses now being held in Hood River for benefit of people of the Mid-Columbia is drawing considerable interest.

Dr. R. R. Martin, who will teach the course, received his degrees of M. A. and Ph. D. from the University of Washington. During the past two years he has been assistant professor on the campus at the University of Oregon and has given part time to extension. This year he has been assigned to full time under the General Extension Division and will give courses in Portland, Hood River, The Dalles, and Pendleton.

His courses deal with vital movements of the present day and should appeal to business and professional men and women and to all other citizens interested in gaining a clear understanding of the complex social problems confronting our nation and the world today. Dr. Martin has had much experience as a counsellor in the field of both juvenile and adult delinquency problems.

If you can live past babyhood, there's never very much danger in being killed by kindness.

Chrysler Offers Two New Cars For 1938

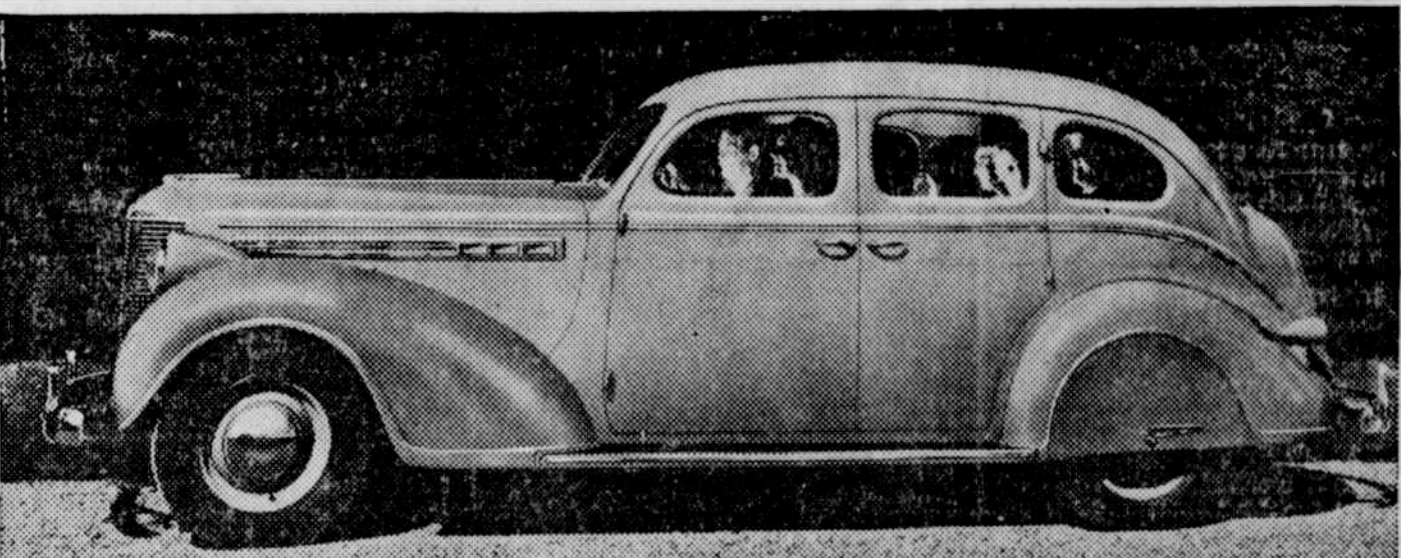


The Chrysler Royal four-door touring sedan. It has a wheelbase of 119 inches and a Gold Seal engine developing 95 horsepower. A completely new front end treatment and many new features make it the finest car in the price class that Chrysler has ever offered.



Interior of the driver's compartment of the Chrysler Imperial.

The attractive front end of the Chrysler Royal



The Chrysler Imperial four-door touring sedan. On a wheelbase of 125 inches and with an engine developing 110 horsepower, this car offers remarkable performance with good economy. It brings luxurious motoring into the moderate price field.

Radical changes in exterior appearance, greatly refined and beautified interiors, larger and more powerful engines of improved design, longer wheel bases, larger hydraulic brakes and a score of mechanical refinements and improvements feature the two new cars comprising the Chrysler line for 1938. These cars again are designated as the Chrysler Royal and Chrysler Imperial respectively.

Although the Airflow will not be continued in the same form as produced last year, the company makes clear that it has not been dropped, since the Airflow engineering features and principles of construction have been incorporated in all Chrysler models. Chief among these are the scientific weight distribution and Airflow springing that have produced such remarkable riding qualities in Chrysler cars. The owner who desires seven-passenger capacity, in a heavy and luxurious car on an exceptionally long wheelbase will find it in the Custom Imperial models.

The Chrysler Royal, with which Chrysler again will bid for business in the low-price field has been increased in wheelbase from 116 to 119 inches. Whatever the change in the price of this model it will preserve its relative competitive position. It comes in ten body styles as follows: Four-door sedan, four-door touring sedan, brougham, touring brougham, convertible coupe, convertible sedan, rumble seat coupe and coupe on the 119-inch wheelbase and seven-passenger sedan and sedan-limousine on a special 136-inch chassis.

Wheelbase of the Imperial has been raised from 121 to 125 inches. This car, as the company expresses it, gives "remarkable performance at moderate price". It comes in six body styles, namely four-door tour-

ing sedan, touring brougham, convertible coupe, convertible sedan, coupe and rumble seat coupe.

The Custom Imperial now has a wheelbase of 144 inches, four inches more than last year's corresponding models although the overall length remains the same. It comes in three body styles, seven-passenger sedan, seven-passenger sedan-limousine and five-passenger sedan. In size, power and beauty and completeness of appointments it is Chrysler's conception of the ultimate in luxurious motoring.

Except for the difference in size the cars are uniform in appearance, purposely made so in order that a Chrysler of whatever body style may be readily recognized. The most startling and pleasing change is found in the front end treatment.

The Chrysler Gold Seal engine, introduced last year on the Chrysler Royal has been improved in that car and introduced in larger dimension on the eight-cylinder Chrysler Imperial. The engine of the Royal has been given 1/4 inch more stroke, which brings its cubic displacement up to 241.5 cubic inches. Cylinders are 3 3/8 bore and 4 1/2 inches stroke. At 3600 revolutions the engine develops 95 horsepower using the standard cast iron head and a 6.2 to 1 compression ratio. With a special aluminum head and a 7.1 to 1 compression ratio, it is rated at 102 horsepower. Lengthening of the stroke has resulted in an improvement in torque, which means better performance at the speeds most used by the average driver and better acceleration. A new crankshaft with four main bearings 2 1/2 inches in diameter and nine counterweights, together with an improved impulse neutralizer, produces remarkable smoothness.

A new camshaft with earlier opening and closing of the intake valves also is a feature of the engine.

Combined with the large ports and valves it adds to efficiency and smoothness. The full-length water jacket with the oil gallery contacting directly at its lower end gives efficient cooling to both cylinders and oil. Valve seat inserts of special heat-resisting steel insure perfect valve seating throughout a long period.

The new Gold Seal eight-cylinder engine designed for the Imperial has a 1/4 inch longer stroke than last year's engine and its cubic displacement has been raised to 298.6 cubic inches with a 3 1/4 bore and 4 1/2 stroke. It develops 110 horsepower at 3400 r.p.m. with the standard cast iron head and compression ratio of 6.2 to 1. With a special aluminum head and 6.5 to 1 compression ratio the horsepower is raised to 115. An even higher compression ratio of 7.4 to 1 also will be offered as optional. Although the horsepower is rated the same as last year when an aluminum head was used, it is developed at lower engine speed and with greater torque.

The Custom Imperial engine remains dimensionally unchanged a 3 1/4 inch bore, 4 1/2 inch stroke and 323.5 cubic inches displacement. It develops 130 horsepower with the standard aluminum head and 6.5 to 1 compression ratio. An optional head with 7.45 to 1 compression ratio raises the horsepower to 138.

The net result of the engine changes will be an improved performance without the sacrifice of any of the economy for which Chryslers were noted in 1937. The 1937 Royal in the hands of owners encountering all kinds of driving conditions was giving from 18 to 24 miles per gallon of gasoline. This will be equalled by the 1938 engine, Chrysler engineers are confident.

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