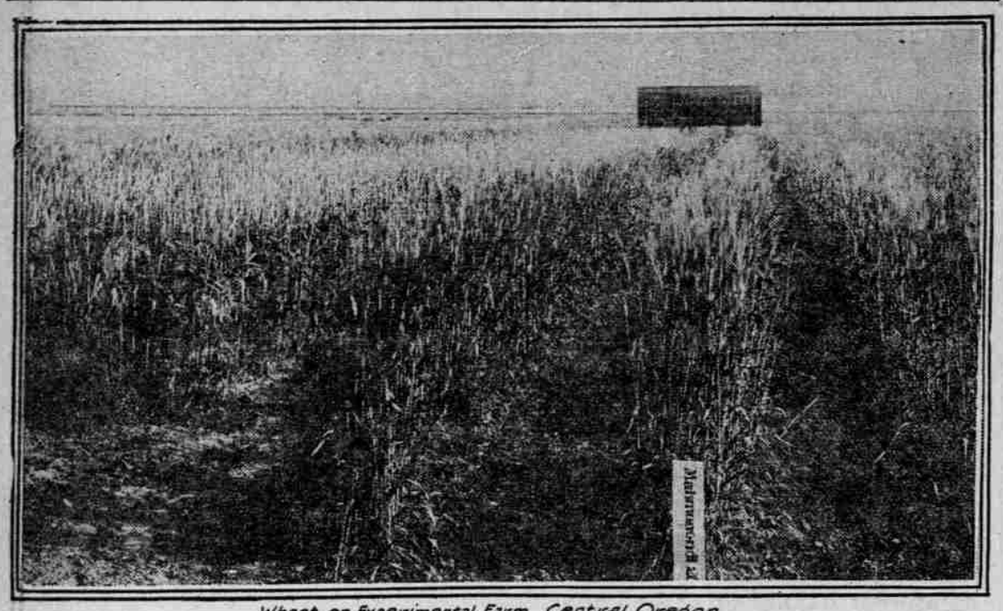
WONDERFUL DEVELOPMENT COMES WITH RAILROAD IN CENTRAL PART OF STATE

Fifteen Months Since Neglected Empire Was Opened to Outside World Have Witnessed Transformation of Large Areas of Sagebrush Covered Land.



Wheat on Experimental Farm. Central Oregon

Oat Field, Central Oregon. Sagebrush here two years ago.

Central Oregon Corn Field.

ON October 5, 1911, the new railroads that followed the banks of the Deschutes southward from the Columbia, piercing to the heart of Central Oregon, were completed. That date was "railroad day" for Bend, the terminus, and for all of the big interior country, whose official transportation awakening it marked. The 15 months that have elapsed since then have witnessed a wonderful amount of substantial development in this hitherto neglected portion of the state, and a development that is not only of local significance but also of vast importance to Portland and to the entire state.

The new railroads are approximately 156 miles in length. They commence at the Columbia River and end at Bend. One, the Deschutes Railway, is a portion of the Harriman O.-W. R. & N. system, and connects with its main line on the south bank of the Columbia. The other, the Oregon Trunk, is affiliated with the Hill "North Bank" road, joining it on the Washington side of the Columbia, after crossing that river on one of the mightiest steel bridges in the West. For about 120 miles the two Central Oregon railroads follow the Deschutes River closely, in all that distance being hemmed in by a precipitous canyon. For the greater part of the remaining distance to Bend the two roads use a joint track.

Of course, the first thing the coming of the railroads accomplished was to awaken interest in Central Oregon. Up to that time it was the "greatest railroadless land in the United States." As such, its little developed possibilities, suddenly thrown into the limelight of National interest, attracted hordes of homeseekers, investors and land lookers. They came from the four corners of the country. As usual in new lands, many of them didn't like what they saw, and turned back. But hundreds "stuck." These pioneers after a fashion, sought out what they wanted. Some went to the free homestead lands. Others bought improved farm acreage. Many took up their homes on the irrigated tracts. Others centered at the towns, either buying for investment or casting in their lots with the new communities and going into some line of business or becoming laborers in the lumber mills and other centers of employment.

Among the first class, the free land seekers, the results of the year of railroads for Central Oregon is very apparent. The greatest amount of untaken Government land was encountered (and still is to be found) in the southeastern portions of Crook County and in the northern parts of Lake and Harney counties. Three years ago one could go from Bend to Burns, through the Hampton Butte country, a distance of some 150 miles, and see nothing except sagebrush, jackrabbits and cattle. There was "land," and nothing else. Today that great territory is fast approaching a state of complete "taming." There are very fair roads, used, by the way, by regular lines of auto trucks, which carry freight from Bend to Harney County points. Also, there are wire fences galore, hundreds of tiny houses and, most important of all, plowed fields. And in addition, a fact of incalculable value to the settlers, just of late there have come to be wells. For the sinking of wells, that was tried but a few months ago, has met with great success, so that now the homesteaders throughout the new country are coming to have each his own well. Today the chief crop is rye, as usually is the case with raw lands in new districts. But yesterday the only crop was sagebrush. Tomorrow it will be wheat. In connection with the grain-producing possibilities of this tomorrow, witness the following statement made by Professor Thomas Shaw, agricultural expert of the Great Northern railroad, than whom there are few, if any better qualified to speak with authority.

"In Central Oregon," says Mr. Shaw, "there are 10,000,000 acres of land ready for cultivation. These would produce 120,000,000 bushels of wheat, or more than twice as much as is now being produced in the entire Pacific Northwest. Central Oregon will some day become one of the most famous wheat-producing sections of the world."

And when that tomorrow comes, what will it mean to Portland and to the rest of the state? The answer is a wonderful one. And it is, or, rather, will be, one of the accomplishments of the railroads' advent to Central Oregon.

What the railroads have meant to the other agricultural lands, those that were improved even before they came, is evident almost from the car windows. The cultivated acreage has been vastly increased. New houses, new barns and other improvements have been made possible by the opening up of more profitable markets by the railroads. Most important of all, however, has been the improvements in farming methods themselves. This, too, has followed on the heels of the railroads.

Settlers came. Most of them were unfamiliar with the new conditions of the strange land. There were failures. To help start the newcomers right and to help the oldtimers improve their crop returns, the railroads, the interior counties and the Oregon Agricultural College joined hands. The result was the establishment of demonstration farms, for both dry farming and irrigated work. They have been immeasurably successful, and have contributed splendidly to the speedy development of the country. Along this general line there has been another rather novel step in agricultural development, in which Central Oregon, after the coming of the railroads, has set a notable example. It was evident that there was a profitable local field for hograising and dairy cows. So a Bend banker, C. S. Hudson, turned farmer on a small scale. He imported hogs and cows from the Middle West, and distributed them at cost among farmers. That example has been followed by others, so that in this field, as in others, the coming of the railroads opened up a big door of development.

The towns, as well as the agricultural lands, have experienced a remarkable growth during the last two years. Indeed, it is fair to say that they have outpaced the agricultural communities, as so often happens, for in almost all new countries there comes a time when the towns must pause while their adjacent countries catch up to them.

A striking example of the town growth is afforded by Metolius. The other day Metolius was incorporated, and elected its city officials. A couple of years ago what is now Metolius was a bare stubble field. Redmond, too, has grown and prospered, as has Prineville, the old town of the country, and the county seat, although the latter has not received quite as great railroad benefits as the others, because it is considerably off the railroad line.

Bend, the end of the roads, affords the most remarkable example of post-railroad development. Several reasons have specially contributed to this. One was that newcomers naturally bought their tickets to the end of the line, and on arriving there and liking what they encountered, they stayed. Perhaps the most important reason, though, for Bend's great growth has been the fact that it is the gate way to Central Oregon's immediate tonnage asset—its timber. Milling of the great Deschutes yellow pine belt is progressing on a small scale at Bend already, and lumber shipments are now being made eastward. Power is being developed at Bend, and in the Spring it is anticipated that the big lumbering companies who control vast bodies of the adjacent pine and are heavily interested in town property as well, will open up great mills there.

WOMAN'S FIGHT FOR VOTE IN OREGON IS RECOUNTED

Long Struggle for Equal Suffrage Is Ended in 1912 by Granting of Franchise.

By Mrs. Abigail Scott Duniway, President Oregon State Equal Suffrage Association.

REGULAR agitation in the interest of the equal-rights movement was begun in Oregon, Washington and Idaho on May 5, 1871, by the issuance by my family and myself of the New Northwest, a weekly newspaper which we published for nearly 16 years, during which time I traveled extensively, lecturing, editing, writing serial stories and editorial correspondence and encountering many vicissitudes, for which the limits of this article affords no space. Suffice it to say that, although my work was often met with opposition, I never failed to meet assistance from leading people in every part of my extensive bailiwick, when such assistance was necessary.

During all these years but little attention was paid to organization of suffrage societies. The few clubs thus formed would expire within a twelve-month unless I visited them at least yearly; and, to tell the truth, I never found it expedient to organize very much and thus crystallize the movement in the hands of a few agitators, as has long been done in the end, unless a regular equal suffrage campaign had first been submitted to the voters by the Legislature, or in later years by the initiative and referendum.

For this last measure, despite the temporary abuses that have grown out of it, I wish to say a commendatory word. The Oregon Legislature, having learned a reactionary lesson from Eastern assemblies, had begun to adopt the habit of passing a suffrage amendment in one house, only to kill it in the other. Therefore, after our defeat at the polls in 1900 by a close margin, the executive committee of the Oregon Equal Suffrage Association withdrew from all public agitation in the Legislature and turned its exclusive attention to securing the adoption of the initiative and referendum, through which alone we found ourselves able, after said defeat of 1900, to reach the voters at large.

Thenceforward, or until the initiative and referendum became established as part of Oregon's fundamental law, the equal suffrage movement remained practically in ambush until the year 1905, when we invited the National Woman Suffrage Convention to meet with us in June as part of the attractions of the Lewis and Clark Exposition. The convention was a brilliant sweep. Our friends of the National association, having never before received such a spontaneous uprising of leading men in all grades of public positions, believed victory would certainly come to Oregon at the June election of 1906. However, the movement went down to the same defeat it had previously met under like conditions everywhere.

To clear away the wreckage of that defeat and prepare for re-establishing the suffrage movement on its original basis of non-partisanship was the struggle of my life for the ensuing six years. Many leading suffragists were discouraged and wanted to quit. The treasury was empty, the organized opposition was powerful and rich. But the State Equal Suffrage Association held its ambushed organization intact and never once relaxed its vigilance nor ceased to try experiments for re-launching one stranded ship. In 1908 and 1910 we attempted to float our craft, but failed, as we expected to do. But the campaign of 1910 carried, as an experiment, a woman's tax-paying clause which so affected the pocketbooks of the majority of women that they were ready openly to espouse the cause in 1912 under the slogan: "Taxation without representation is tyranny."

But we did not consent to again "lift the lid," as politicians say, lest by so doing we should make the movement "open," till about the beginning of this year, when we announced that our last and now successful campaign was on. All sorts of clubs, leagues and social activities then sprang into being in advocacy of the cause. Politicians, preachers, professors, lawyers, judges, the Governor and staff, United States Senators, Congressmen and candidates of all parties vied with each other as our leaders and co-workers. Women in every walk of life discovered themselves as leaders and public speakers. Distinguished men and women, in passing through the state, stopped over at Chautauqua meetings to give us lectures, for whom our officers of suffrage leagues gave banquets and arranged hearings. The National president of the Women's Suffrage Association gave a few lectures, accompanied by much social entertainment; a birthday party in honor of my humble efforts in the cause for nearly 42 years was held under the management of our acting state president, Mrs. Henry Waldo Coe, on October 22 in the Gypsy Smith Auditorium, which was adoressed by Governor West and half a score of other leading men and women; a suffrage hymn, written by myself, with music by Mrs. A. E. Clark, received an ovation, and the unexpected announcement by Governor West that I was to be invited to write the equal suffrage proclamation and sign it, along with his signature, evoked tremendous applause.

Although the campaign was noted throughout as a woman's affair, the men were never forgotten. We realized from the beginning that women would never enfranchise women. We also knew that no one political party would carry equal suffrage votes enough to win a constitutional amendment in the interest of women who had no votes at all. Therefore we took special pains to engage leading men of all political affiliations and clergymen of all denominations as prominent spokesmen at all important public functions. But the press was our most potent ally. With less than half a dozen exceptions of obscure publications, the entire state press rallied to our aid.

Looking backward over my nearly 42 years of individual effort, through nearly half of which I stood almost alone, appreciating with gratitude the noble assistance accorded my work as the years advanced, noting the growth of public sentiment in favor of equal rights for men and women that has resulted in a solid phalanx of free Pacific Coast states, and turning my longing mental vision beyond the Rocky Mountains, over the Middle West to the Atlantic seas and thence around the world, I sit in an invalid's chair in this evening of my days in peaceful anticipation of a time not far distant when peace and prosperity shall cover the earth and men and women, working together under the Stars and Stripes, shall everywhere obey the Divine injunction of the New Commandment given unto us: "That ye love one another."

PANAMA CANAL SHORTENS ROUTE.

The following comparative table shows the distances from Portland to chief Atlantic ports via Straits of Magellan and via Panama Canal:

Portland to—	Via Magellan.	Via Panama.
Portland, Me.	14,369	6,147
Boston.	14,334	6,112
New York.	14,364	5,952
Philadelphia.	14,414	5,892
Norfolk.	14,290	5,750
Baltimore.	14,426	5,872
Savannah.	14,328	5,557
Charleston.	14,299	5,551
Tampa.	14,464	5,186
New Orleans.	14,764	5,351
Galveston.	14,946	5,452
Jacksonville.	14,303	5,515
Liverpool.	14,734	8,691
Hamburg.	15,184	9,120
Antwerp.	14,905	8,841
Bordeaux.	14,421	8,591
Gibraltar.	13,803	8,325

FRUIT CROP OF 1912 WORTH $7,107,000.

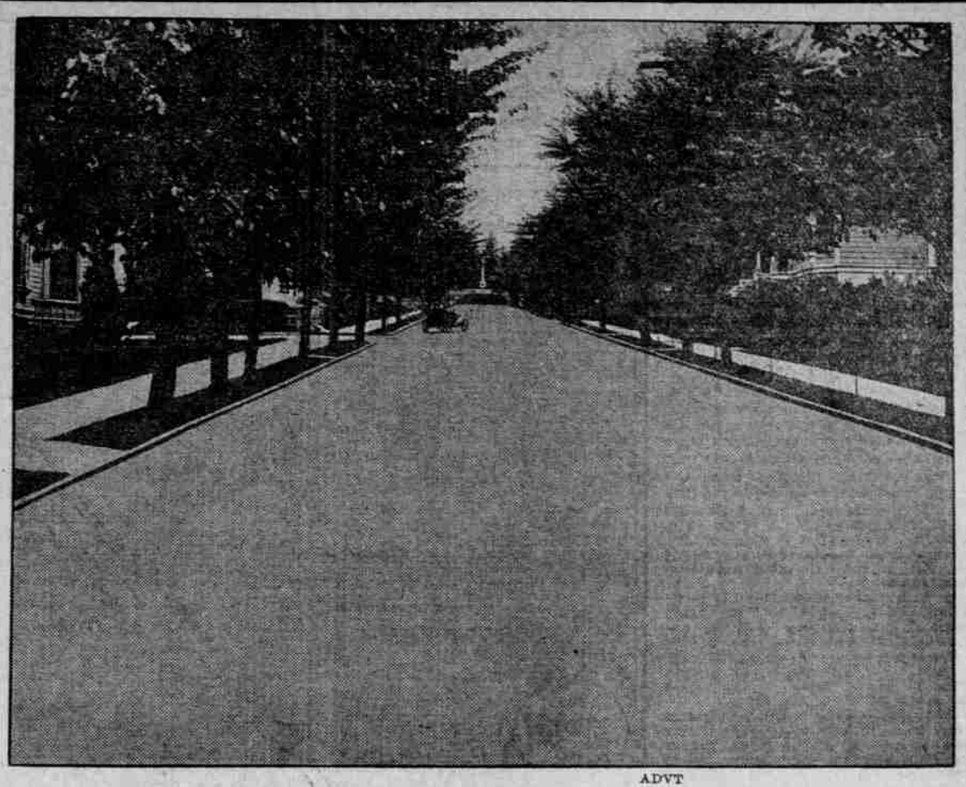
One of the largest fruit crops on record in Oregon was produced in 1912. Prices, however, especially for apples, were lower than on previous years. Apple prices were held down by the large crop of this fruit in the East, limiting Oregon's market, except for the finest apples, in which Oregon has no competition whatever outside of the Pacific Northwest. An estimate of the 1912 fruit crop, putting the total value at $7,107,000, has been prepared by W. K. Newell, president of the Oregon State Board of Horticulture. It follows:

	Quantity.	Value.
Apples, bushels	2,750,000	$2,812,000
Dried prunes, pounds	18,000,000	1,080,000
Fresh prunes and plums, pounds	15,000,000	725,000
Pears, bushels	550,000	450,000
Peaches, boxes	1,100,000	440,000
Cherries, pounds	12,500,000	475,000
Grapes, pounds	5,715,000	171,450
Strawberries, pounds	12,000,000	360,000
Loganberries, pounds	5,500,000	220,000
Raspberries, pounds	3,500,000	180,000
Blackberries, pounds	2,500,000	75,000
Gooseberries, pounds	650,000	24,000
Currants, pounds	475,000	25,000
Miscellaneous fruits, bushels	25,000	30,000
Nuts, pounds	300,000	40,000
Total value	.....	$7,107,000

WATER MAINS EXTEND 460 MILES.

The rapid growth of Portland has made necessary the laying of many miles of water mains each year. The length of the system of mains is now 460 miles, of which 64 miles was laid in 1911, and about 70 miles in 1912. The annual outlay for distributing mains is shown by the following figures, the total for 1912 being estimated:

1900	$ 8,513.00
1905	109,108.65
1906	295,876.56
1907	250,931.21
1908	158,160.12
1909	50,378.62
1910	138,964.10
1911	732,114.73
1912	790,041.28



ADVT

LOOKING TOWARD THE CITY PARK ON ONE OF PORTLAND'S SHADED STREETS PAVED WITH BITULITHIC PAVEMENT

Strawberries Are Large.

A dozen of the largest strawberries ever grown in Sutherlin Valley were on exhibition at Lyman & Talbott's store the first of the week. The berries were grown in A. R. VanDusen's garden on the south side of town and were from vines planted in January of this year. The largest berry weighed one and one-half ounces and the dozen filled an ordinary bowl.—Sutherlin Sun.

Record for Hay Claimed.

Farmer J. W. Hughes, just south of this city, reports the biggest yield of hay that we have heard of this year. He reports cutting 21 tons of clover and timothy from four and one-fourth acres at one cutting. Can anyone beat that fine record? If so we should be pleased to hear from him.—Forest Grove News-Times.

The Pennsylvania Steel Company

BUILDERS OF HIGH CLASS BRIDGES BUILDINGS AND STREET RAILWAY SPECIAL WORK

WORKS: STEELTON, PENNSYLVANIA
Portland Sales Office, 1021 Board of Trade

The WILLARD HOTEL
Morrison and Park,
American and European Plan,
IS JUST OPENED TO THE PUBLIC
Located most conveniently near to all the best stores and theaters, and all carlines pass the door, either directly or with transfer connection. The Willard is absolutely fireproof. Lobby is large, with all the usual conveniences. Shopping parties visiting Portland are cordially invited to make themselves at home here. The arrangement of the rooms is perfect. Suites with bath between, single rooms with bath, all beautifully furnished and modern. Popular rates prevail. Auto meets trains. W car passes the door. S car at North Bank depot and transfer to Morrison.
A. CROUSE, Manager.

RICHARDS SERVICE UNEXCELLED
Famous for His Catering and Cuisine
Dinner and After-Theater Parties a Specialty
Main 2520, A 2525.
Richards Hotel Company
T. I. Richards, Manager.
Park and Alder Sts., Portland, Or.

Why Advertise to Portland Heights

WHEN YOU WANT TO REACH ALBERTA?

Do you want to strengthen your sales in Mount Scott or Albina?

With the out-door painted Bulletins, Walls and Posters you can cover any section or any portion of any section thoroughly.

You may pick your own locations.

Circulation, Everybody
Cost, the Minimum

Foster & Kleiser-Signs.
Portland Seattle Tacoma Bellingham

THE ANNEX HOTEL
12TH AND WASHINGTON STREETS
Strictly modern, absolutely fireproof and beautifully furnished.
The hotel for all who desire high-class accommodations at moderate prices.
Both phones in every room. European plan, $1.00 per day and up. Special rates to permanent guests.

PORTLAND'S POPULAR GRILLE AND RESTAURANT. SERVICE THE BEST. ENTERTAINMENT OF THE HIGHEST ORDER.