

# BIG DOUBLE SHOW

The Madras Dramatic Club Will Present the two laughable farce comedies

**"A Considerable Courtship" and "The Dressing Gown"**  
**At Sanford's Hall**

**Monday, December 18**

This is the most elaborate program yet prepared by the Club. Besides the two plays there will be several musical numbers, including singing by Mrs. Grace Northy, Mrs. Ben Ashley, A. F. Shugert and Dick Anderson; piano duet by Roscoe Crosby and Ruth McTaggart, and banjo selection by G. R. Crawford.

**Dance After the Show**

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**THURSDAY - DEC. 14, 1911**

**A FRIEND TO OREGON**

President Louis W. Hill of the Great Northern Railway has wired the Portland Commercial Club that he is willing to prepare the Oregon exhibit for the Twin Cities Land Show in Minneapolis and St. Paul. This offer made after Manager Chapman of the club wired the Great Northern for aid in preparing the exhibit. Commenting on the courtesy of Mr. Hill, Manager Chapman said a few days ago:

"The assurance of Mr. Hill that Oregon will be well looked after in the matter of exhibits in the St. Paul Land Show is in keeping with the splendid activity which he is always showing in the development of the interests of Oregon. Those not intimately acquainted with the general workings of things would not realize the great activity and watchfulness which Mr. Hill exerts over the entire field, and especially his keen desire to promote the welfare of Central Oregon in particular.

"We have not been in the exhibit business this year, and it has been almost entirely due to the railroads of the state that we have not fallen down completely. In every exhibition that has been held they have come to the front and saved the day. This is true of the Great Northern and Northern Pacific at the St. Paul and New York Land Shows, and the Harriman system and other roads at the Chicago Land Show. It was also a lamentable fact that we were not able to get sufficient exhibits from communities in Oregon to fill even one-half of

the car set apart for Oregon's use on the Western Governors' special. The Great Northern, however, again came to our rescue." Mr. Hill has always been a friend to Central Oregon and his particular desire to exploit the resources of this section is not surprising to those who know him. When Mr. Hill visited Madras with a party of railroad officials in a special train last October, he took great delight in handling the big potatoes and other exhibits raised by Tillman Reuter, and predicted then that some day Central Oregon would rank first among all producing districts in the Northwest.

Announcement of a new railroad across Oregon from east to west was appropriate news for Thanksgiving week. President Lovett of the Harriman system has authorized the construction of the Oregon Eastern from Vale to Dog Mountain, a distance of 140 miles. The road will not stop there but will be built to Burns, then presumably on to Bend and very likely south to connect with the Natron-Klamath line. Work on the project will be rushed and it is expected to get the first link under way before the end of the present year. This new mileage will be of great value to Eastern Oregon and will give modern transportation to a district now isolated.

Louis W. Hill, president of the Great Northern Railroad, thinks the Western Governors are talking too much politics instead of exploiting the natural resources of their country. The following is what he said about the governor who declared there would be no more hangings in this state while he was running the business: "The Governor of Oregon is fritting away his time telling the East what he knows about woman suffrage and airing his personal views on other public questions. What does the East care for them? In for getting his state, that fellow is overlooking

a big bet; he is exploiting himself rather than his state."

The Oregon Eastern Railway is to be rushed "from Vale westward through the Malheur canyon into the interior of Oregon via Burns to the Pacific slope," say the dispatches. And yet even as good authority as the Harney County News, of Burns, does not claim that the road will pass within less than twenty miles of Burns. There are two surveys through the Harney valley, one just north of Malheur and Harney Lakes and one just south of them. If the former route is taken, as it probably will be, Burns will be left twenty miles to the north.

The congregations at the local churches would materially increase if the preachers would start a harmless smudge and ring the fire bell about church time every Sunday night. Many persons got inside the Christian church during the fire last Saturday night that don't get within a mile of the church at any other time.

A Redmond bank has made arrangements to bring in several carloads of good dairy stock for ranchers of that section, following the same plan as that of Bend capitalists in furnishing brood sows to farmers in that locality. Redmond, with a large area of irrigated alfalfa growing all about it, should make an ideal dairy center.

A fine country place on the bank of Crooked River, costing \$50,000, is promised by Henry McCall, the son-in-law of Thomas W. Lawson of Boston. Mr. McCall has bought 400 acres and will make a beautiful home of it. This is one result of the visit of Mr. Lawson to Oregon last summer.

Trains will probably be running to Lakeview by late winter or early spring, as rail connec-

tion has been completed with that city from Alturas, Modoc county, California. A wonderfully rich country will be opened up to the outside world.

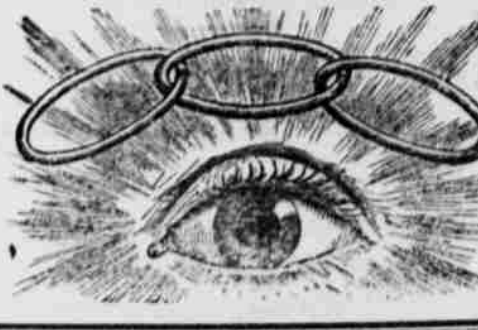
Notwithstanding that the Harney County News, of Burns, says the new railroad will miss that town about twenty miles, we don't consider the thing absolutely settled until "Bill" Hanley renders a decision in the matter.

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