

# HEACOCK RADIO SETS NUMEROUS

Radio is coming into its own judging from the many new installations being made by Dr. G. M. Heacock of enterprise, who makes a radio set that is recognized all over the country as the advanced step in radio apparatus.

Thus the army of radio fans is increasing and their enthusiasm is tremendous. Like any new thing it has its troubles, but strange to say there is but one serious obstacle in the way of radio receiving sets in this mountainous country and that is the local set so constructed that it causes a whistle and grinding noise to emanate from all sets when they are tuning in.

These interfering radio sets in many cities have been reconstructed by order of the city officials, and that may become necessary here in La Grande. Anyone who possesses what is known as the "regenerative type" can with a little work change it over so that it will not interfere with other sets and at the same time have a much more efficient equipment. It is expected that steps will soon be taken to urge all owners of this type of radio to make the necessary change so that all radio sets will operate well. There is a bond of friendship between all owners of radio and therefore little trouble is anticipated in getting the sets which now causes so much interference reconstructed.

Dr. G. M. Heacock, the radio wizard of Oregon, came over from Enterprise a few days ago to install some of his equipment and today he inspected a number of sets which have been in operation in La Grande for some time.

It is interesting to know how generally the radio is being taken up and today the following Heacock sets are in operation in these two counties:

F. M. Sturgill, Union Hotel; Lester Stoddard, Perry; John Stoddard, La Grande; L. C. Smith, A. J. Stange, Evening Observer; J. E. Stearns, La Grande; Elgin Drug Store, Myron; Hot Lake Sanatorium, Hot Lake; J. L. Nautze, Bishop Meadows; Read Cox Wallowa; Fred Edwards, Mrs. J. F. Ham, George Wood, Roy Hansen, Lostine; O. M. Heacock, J. A. Baird, Jack Lowry, George Cheney, Dr. J. H. Thompson, N. E. Ward, Enterprise; Dr. Patterson, Claire Johnson, Joseph, and Clyde McKenzie, Summerville.



Comptroller Charles L. Craig must go to jail for 60 days for criticizing Federal Judge Mayer. This photo shows Mr. Craig and his wife in their comfortable New York City home. They don't seem to be worried.

Specifically, the statement points out that the roads increased the average daily movement of freight cars from 22 miles per car per day in 1921 to 22.2 miles; they reduced the number of locomotives and stored more coal than in any previous year. "In fulfilling this program," Mr. Gray says, "134,636 new freight cars and 2,963 new locomotives were put in service during the first ten months this year, a larger number than in a similar period within the last decade."

The roads are spending more than a billion dollars this year, says the statement, for new equipment and other improvements, thus fulfilling for the first time in twelve years the prophecy of James J. Hill, the great railroad builder of the Northwest, that the roads must spend a billion dollars every year to keep abreast of the country's growing traffic. "Such expenditures," says Mr. Gray, "have a vital bearing on national prosperity, contributing to the expansion of industry and employment of labor, increasing the demand for the products of mine, forest and farm."

As though anticipating the inference that these extraordinary expenditures are being met out of current earnings, the statement says that



**Delaying Announcements**

INDIANAPOLIS.—Delay in announcement of state winners in the American Legion's national essay contest has been occasioned by the great number of essays submitted in competition, according to Garland W. Powell, director of the National Americanism Commission of the Legion. In some cities, according to reports received by the legion official, the number of essays has run into the thousands and the appointed judges have been forced to use additional time to consider the final merits of the work of the school children.

In Brooklyn, N. Y., more than 2000 essays were sent in for judgement. Winners in about twenty-five states have been announced thus far, and Mr. Powell expects reports to be completed within one week's time.

The essay of Francis King Paget, of Canton, China, winner of the competition in that country has been received at Legion headquarters and will go into the final judgment. Two of the three winners from Hawaii have been received. First prize in the 1922 contest went to Ah Sing Ching, a Hawaiian youth of Chinese extraction.

Cash prizes of \$750, \$500 and \$250 in scholarships at any college or university will be awarded winners of the competition. Silver and bronze medals are to be given to winners in each state.

There isn't so much unemployment

low. Apparently everybody who was out of a job is starting a new magazine. And so some youngsters buy their diplomas. Why don't they learn foot-

ball and eat them in the orthodox way? Fewer baby rattles are being sold now. You can't rattle the modern baby.

## S·H·E·R·R·Y·S

SUNDAY AND MONDAY

# "THE FOG"

With An All-Star Cast Including  
MILDRED HARRIS and CULLEN LANDIS

A tale of romance and adventure, of love defeated and love triumphant

Comedy  
"SEEING DOUBLE"

**MONUMENTS** Gen. Carr's Memorial, Troy, N.Y.

**ORDER THAT MONUMENT NOW**

—We have made a profound study of monument building, and an order placed in our hands is sure to receive faithful, intelligent execution.

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1502 S Ave., La Grande, Oregon

# RAILROADS HAD FINE BUSINESS

Greatest Volume of Business in History Occurred This Year, Says U. P. President.

OMAHA, (Special).—The railroads of the United States this year carried the greatest volume of business in history without car shortage, declared Carl H. Gray, President of the Union Pacific System, in his monthly statement for December entitled "And the Cars Came," reprinted elsewhere in the Evening Observer.

"Heretofore," says Mr. Gray, "there has been a widespread car shortage during each fall harvest. Last year it was 140,000 cars, but this year there is generally a surplus throughout the country and especially of box cars in the West and Northwest."

Mr. Gray calls attention to the nationwide program adopted last spring by all the railway executives to reduce the number of cars and locomotives awaiting repairs, speed up the average movement of cars and build up coal storage ahead of time so that cars would be available for the peak period. All these objectives have been substantially attained, says Mr. Gray who calls the showing remarkable.

## And the Cars Came

Railroads Make Good on Promise to Move All Business Offered



A low freight rate and no cars in which to ship is as unsatisfactory as a low price for bread and no bread.

Heretofore, fall harvest has brought a widespread car shortage. Last year it was 140,000 cars. This year there is generally a surplus of cars throughout the country and especially of box cars in the West and Northwest, notwithstanding the roads are handling the greatest volume of business in their history.

**There's a Reason!**

For 1923, all the railroads of the United States joined in a co-operative effort and with a defined program to improve traffic conditions and to establish new standards of service, even excelling pre-war records. In fulfilling this program, 134,636 new freight cars and 2,963 new locomotives were put in service between January and October, 1923, a larger number than in any similar period within the past ten years.

Remarkable progress has been made in reducing the number of locomotives and cars awaiting repairs, 86.3% of the locomotives and 93.3% of the cars being in serviceable condition in October.

More railroad coal has been placed in stock pile storage and more commercial coal dumped at Lake Erie ports than in any previous year, thus making equipment available for other necessary traffic during peak periods.

From an average movement of 22 miles per car per day, (including idle time) in 1921, the railroads made 22.2 miles in September 1923.

In the 42 weeks from January 1 to October 20, 1923, the railroads loaded and moved 40,545,920 cars, which was an increase of 18% over 1922 and 10% over the record year of 1920.

But this is a splendid tribute to the efficiency of the carriers and the co-operation of shippers.

The roads are spending this year 700 million dollars for new equipment and 400 million dollars for other improvements. Years ago James J. Hill, the great railroad builder of the Northwest, said that the roads must spend one billion dollars every year for additions and betterments to keep abreast of the country's growing traffic, but this is the first year in twelve that the railroads have found it possible to obtain that amount. Such expenditures have a vital bearing on national prosperity, contributing to the expansion of industry and employment of labor, increasing the demand for products of mine, forest and farm.

This \$1,100,000,000 being spent in 1923 is almost entirely new money, and not taken from earnings. The expenditure is based on the conviction that the American people will encourage compensatory rates and discourage attempts to embarrass the railroads in their efforts to provide adequate service. It is not predicated on present earnings for even in this record-breaking year, it is unlikely that the roads will earn the 2.73% on their situation permitted by the Interstate Commerce Commission under the Transportation Act, but which if they do not earn they do not get.

Anti-railroad laws produce no freight cars. Constructive suggestions are always welcome.

C. R. GRAY, President.

Omaha, Nebraska, December 1, 1923.

**UNION PACIFIC SYSTEM**

**It doesn't pay to do your own laundry work**

**YOU MAY IRON the wrinkles out of your washing, but you cannot ease the wrinkles of worry and fatigue.**

So many women strain themselves over the family washing, thinking that it is economical to do one's own laundering.

Figure it out: the trouble, time worry and labor against our reasonable price for doing your laundering faultlessly.

MAIN 77

**The Modern Laundry**

# ENERGY

Are you a woman?  
And is your home electrically wired?  
Then you know the joy of washing, ironing, sewing, cooking, cleaning and keeping your house warm or cool or light through electricity.

It's no new story to you. You are bound to be enthusiastic about it.

Enthusiasm and Energy are running mates—one dies without the other.

The Energy to feed your enthusiasm is no longer wrung from YOU.

It comes from the Eastern Oregon Light and Power company plants, a flood of it—instantaneous, tireless, limitless. It is brought to you through an orderly maze of cables, conduits and wires, and is at your service by the simple act of putting a plug in a lamp socket or in an outlet, or by pressing a button.

Anyone can buy this energy. So it is called "Public." It serves to make life better, easier, happier, healthier. So it is called "Utility."

Therefore, the company that drives your cleaner, washes your clothes, that heats your cooking appliances, that lights your home, is called a "Public Utility."

And being a Public Utility, the Eastern Oregon Light and Power Company is your company—your servant, for just as orderly as the light and power service is rendered to you, will your home be in order.

Is your Electric Light and Power service good? If not, tell us.

**Eastern Oregon Light and Power Company**

"ALWAYS AT YOUR SERVICE"