



Spring Dress Up



Adler's Clothes Are The Best

And the Men and Boys of Heppner know that this store is, as usual, well prepared to meet their requirements for good Clothes, fairly priced.

The spirit of Dress Up has permeated every part of the Store. The new Suits offer the utmost in late models and fabrics,—the new Hats are shown in shapes and colors that will please the most critical, while the smaller items of men's dress will gain and hold your instant admiration through the skillful handling of fabrics in their manufacture.

Thomson Bros.

THE HEPPNER HERALD, ONLY \$2.00 A YEAR

YUMSUMKIN BLOWS OUT GAS

Yumsumkin, head man of the Cayuses and reputed one of the Umatilla reservation's richest and most influential Indians, is dead at Chicago from gas asphyxiation. Word of his death was contained in a wire received by Superintendent E. L. Swartzlander, of the agency, this morning.

The redman was on his way to Washington, D. C., of his own accord to object to the present method of selling and leasing Indian lands. He left over the Northern Pacific 10 days ago, expecting to join Thomas Yallup, a prominent Yakima Indian, at Pasco.

The Indian's death was due to his having blown out the gas, according to information reaching the agency. Whether Yallup was with him or he was making the trip alone has not been determined. His body will be sent here for burial.

Yumsumkin, or Johnson Sumkin as he was also known, lived on his land about one mile south of Adams. He was owner of 320 acres of the best land in that section and also had an interest in another 80 acre tract. His wealth is estimated by Major Swartzlander at \$80,000. He was 65 years old and is survived by his wife, Petinta, a sister of the late Chief Umapine, and a 15-year-old daughter, Josephine, who is attending the Catholic school on the reservation.

"He was wealthy, very smart and very shrewd," Major Lee Moorehouse former Indian agent said of Yumsumkin today when apprised of his untimely end. "He always held onto his lands and wanted the other Indians to do likewise. He was on his way to Washington to personally seek relief from the system which allows the Indians to sell out and then find themselves without land or money."

Yumsumkin, according to the major, means "Grizzly Bear's Shirt."—East Oregonian.

CURL SEEKS CONVENTION HONORS

Pendleton, Ore., Feb. 14.—Frank S. Curl, one of the most prominent and influential republicans in Eastern Oregon, has announced that he will be a candidate for delegate to the republican convention in Chicago June 8, from the second congressional district, comprising the counties of Eastern Oregon. Mr. Curl has been a life-long republican and for the past twenty-five years one of the big workers for the success of the party in the state, being long considered the leading republican of Umatilla county. He is a substantial wheat farmer and has never been a candidate for any office and would not be a candidate at this time except that many friends have urged him to go as a delegate from this district to the national convention. He is well known throughout the state and especially Eastern Oregon and there is no doubt of his election at the primaries.

They Suffer for Other's Sake.
"Locking up an anarchist," said Bill the Burg, "is good for him. But it's kind o' tough on the other fellers that have to live in the same jail."

Earthquake of 1755.
In 1755, on the 18 h of November, an earthquake shook the North American coast, damaging houses all along the shore from New England to the West Indies. In the harbor of St. Martin's the sea withdrew entirely, leaving vessels and fish on the dry harbor bottom. When the waters returned they overflowed the lowlands for miles.

Hogs as Pets!
Before the advent of Christianity, hogs were household pets among the Hawaiians.

Shrapnel Cartridge Cases.
The material used for shrapnel cartridge cases generally consists of a composition of two parts copper and one part zinc. This alloy has been found to possess the best physical qualities—that is, high tensile strength and a large percentage of elongation when properly annealed.

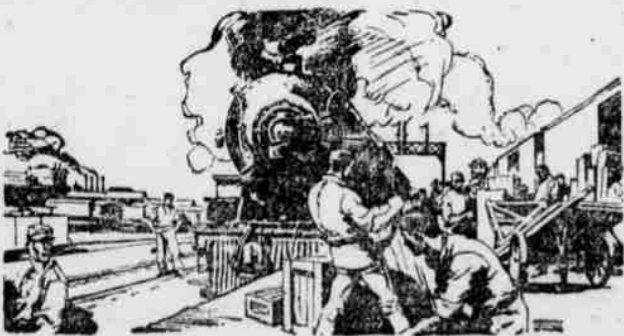
Truest Sympathy.
The noblest and the most powerful form of sympathy is not merely the responsive tear, the echoed sigh, the answering look; it is the embodiment of the sentiment in actual help.—Exchange.

Last Great Yellow Fever Epidemic.

In 1897, on November 22, statistics were published concerning an epidemic of yellow fever that was sweeping the United States. The South reported 4,286 cases in southern Mississippi, 446 of which were fatal. This was the last great epidemic of yellow fever in this country.

Marriage at Sea.

If the master of a British ship considers that the circumstances warrant it, he can solemnize a marriage on board, and the ceremony will be considered quite legal and binding.



They couldn't be built now for twice \$71,000

When the talk turns from politics to railroads, and the traveler with the cocksure air breaks in with, "There's an awful lot of 'water' in the railroads," here are some hard-pan facts to give him:

American railroads have cost \$80,900 a mile—roadbed, structures, stations, yards, terminals, freight and passenger trains—everything from the great city terminals to the last spike.

A good concrete-and-asphalt highway costs \$36,000 a mile—just a bare road, not counting the cost of culverts, bridges, etc.

Our railroads couldn't be duplicated today for \$150,000 a mile.

They are capitalized for only \$71,000 a mile—much less than their actual value. Seventy-one thousand dollars today will buy one locomotive.

English railways are capitalized at \$274,000 a mile; the French at \$155,000; German \$132,000; even in Canada (still in pioneer development) they are capitalized at \$67,000 a mile. The average for all foreign countries is \$100,000.

Low capitalization and high operating efficiency have enabled American Railroads to pay the highest wages while charging the lowest rates.

This advertisement is published by the Association of Railway Executives

Those desiring information concerning the railroad situation may obtain literature by writing to The Association of Railway Executives, 61 Broadway, New York



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