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German Spy Seen In U. S.

What has been the fate of Captain Hans Boehm—a cook in Portland, a spy in the war's mysteries?

Did this unusual man die in the tower of London, grim dungeon that swallowed far nobler blood than his—only to royal blood.

United States secret agents say they have indications that Boehm is still alive.

Interest in the man develops now that a move taken by United States District Attorney Humphreys to cancel the citizenship papers of Josephine Woerdle, Portland lawyer, and formerly Austrian consul.

Woerdle is charged with having used his own citizenship papers to make it possible for Boehm to go to Germany during the war and then return to the United States, using Woerdle's name as an alias to scatter destruction here and in Canada.

A man named Bull, a friend of Boehm's, recently telephoned to W. A. Byron, special agent of the department of justice, and asked if there were any charges against him which would prevent his return here and from this Byron believes that Boehm is here.

The second incident substantiating Boehm's freedom is the recognition of him by a Portland woman in New York, where he was employed as the head waiter by one of the largest hotels of the metropolis. When she spoke to him, recalling the fact that he had known him when he was steward of the Arlington Club here, his face changed expression, she said.

Boehm was at various times the steward at the Arlington Club, at the University Club and at the hotel Portland. He married a girl named Helen Willis, of Douglas county. Later she joined Boehm with their two children, in Germany and the last reports in the hands of the government are that they are living with Boehm's parents in the suburbs of Berlin.

It was in January 1917, that Boehm was taken by the English from a Dutch ship at Falmouth, England. Following his capture, he was incarcerated in London tower.

Sir Roger Casement was executed but it is said that he obtained immunity from the English government by turning "stool pigeon" on Germany.

NOTICE TO DODGE BROTHERS CAR OWNERS.

Dodge Brothers car owners will receive a beautiful piece of sheet music free of charge by calling at the Dodge Garage.

Wanted: rags, 2c per lb. Berger's Bargain Store.

Tomorrow's Modes in Taffetas



THE director, late eighteenth century and certain Spanish influences in the styles, are all disputing the claims of the straight-line or chemise dress, to pre-eminence. The best American and French creators of costumes appreciate the adaptability of taffetas and organizes, to bouffant skirts, and the charm of a flavor of quaintness in the silhouette that is too attractive to be ignored. Therefore, in the passing show of spring styles, among those present, and present in considerable numbers, there are such sprightly dresses as are pictured here.

The frock at the left includes a tunic among its assets, over a much narrower undershirt—a plain and inconspicuous affair that plays only a small part in the composition of the dress. The tunic and bodice divide the cords about the hips and at the bottom the tunic achieves a hoop-skirt effect. It is decorated with flat points of the taffeta. The peasant waist also employs these puffs as a flourish for the collar. The introduction of a dainty ruster of lace and nar-

row velvet ribbon laced across the front are the means by which the bodice rivals the tunic.

A dark and a light color are used to make the sprightly dress at the right, and ribbon plays a star role in its composition. Taffeta ribbon with a fancy edge makes the side plaitings that are emphasized on the tunic by placing them on a light-colored background, which might be of crepe de chine. The slip-on bodice, with double frill of plaited ribbon about the waist, has short sleeves lengthened by means of the plaited ribbon and finished with a tie of narrow ribbon. The same ribbon forms a girdle with a half wreath of little blossoms set across the front. Nothing more original or prettier has made its appearance so far than this useful frock, but it has many competitors in a spring that is rich in its variety of attractive taffetas.

Julia Bottomley

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LICENSE FEES GO TO ROADS

Reports Show All But Four Per Cent of Collections Turned Is Highway Fund of State.

\$97,997,160 AVAILABLE

Growth of Motor Car Industry is Reflected in Money Expended On the Bettering of Travel Routes and Roads.

(News-Review Washington Bureau.)

WASHINGTON, April 7.—Of the \$102,934,106.26 collected in the 45 states and District of Columbia, last year for automobile, motorcycle and registered chauffeurs licenses, 96 percent, or \$97,997,160.60 was applied to road maintenance of construction. In 1906, just fourteen years ago, practically none of the automobile revenue was applied to road construction or maintenance. There has been a tremendous change in the last fourteen years.

In 1906, just fourteen years ago, the total registration of cars was 48,000. The gross revenue was then \$193,000, or just about what Arizona paid in 1920. Last year, 9,211,293 motor cars, including commercial vehicles were registered. In addition to this there were 248,146 motorcycles also registered.

The amount received from registration revenue last year was equal to approximately 25 percent of the total rural road and bridge expenditures for the year 1919. In 1906 the gross income was only equal to .03 of 1 percent for expenditure on account of total rural road and bridge construction.

Expense Too Small.

The most significant feature of the report, which has been compiled by the bureau of public roads of the United States department of agriculture, is that only 4 percent of the entire amount collected was applied to administration expenses and purchase of metal number plates. All the rest of the amount almost \$100,000,000 went for road work, and of this sum, 79 percent, or \$77,531,582.57, was expended under the direct supervision of the several state highway departments.

For a number of years, the general tendency toward devoting an ever increasing portion of the motor vehicle revenues to road work under the control and direct supervision of the state highway departments has been very noticeable. Prior to 1912 only a very small portion of the motor vehicle registration was devoted to this purpose.

In 1920, 74 percent of the revenue or \$77,531,582.57 was applied to the road work under the direct supervision of the state highway departments and in addition, \$20,465,578.04 was applied to road work by the county or other local supervision, but with little or no direct supervision from the state highway department.

States Use Funds.

In most states the motor vehicle revenues are devoted to maintenance and repair of the state roads or other improved highways. These states seemed to have solved fairly well the difficult problem of securing the funds for maintenance of the more important highways under the ever increasing traffic requirements. As both the traffic and the revenues increase with the number of cars, there apparently exists a possibility of so adjusting the registration fees as to keep pace with the ever increasing maintenance charges.

A number of states, having in general but a small mileage of improved roads have recently adopted the plan of capitalizing the motor vehicle revenues and devoting these funds to road construction. The states doing this are Illinois, Maine, Minnesota, Missouri, Nevada, Utah and Wyoming. In them bonds have been voted or issued for road construction and the principal, in some instances the interest also, is to be paid entirely from the motor vehicle revenue.

At the beginning of 1921, there were still seven states in which the motor trucks were registered at the same rate as passenger cars, but in recent years there has been a very decided tendency in most states to increase the fees required for motor trucks over and above those required for passenger cars. This increase is usually based on the weight of the truck and its carrying capacity, its horsepower, or else a combination of these factors.

Loads are Limited.

The most general practice seems to be definitely limiting the maximum total road weight of the vehicle and basing the registration fee on the capacity of the truck.

Some few states have adopted a scale of fees which in actual practice makes the operating of very heavy trucks impossible.

In Colorado, New Mexico and in Oregon, in addition to the registration fee, a state tax on gasoline or other products used for the propulsion of motor vehicles is levied. In some states, motor cars are taxed as personal property in addition to the required registration fee. In Alabama, Delaware, Idaho, Iowa, New York, Michigan, New Hampshire, North Dakota, Oklahoma, Oregon, South

Carolina, Pennsylvania, Tennessee and Vermont, all registration fees are in the form of personal property.

A Bosch Magneto will outwear several cars. You can put one on your present car and transfer it to the next one you buy.

HOUSE, HOUSE, WHO SAID HOUSE?

I will catch you this time. I will build you a 5 or 6 room house, front porch, screen porch, clothes closets, kitchen cabinet work, complete set plumbing, house all painted, for \$1950, one-third down, balance on terms. W. F. CARTER, 200 N. Rose street.

A cutout is valuable for detecting that missing cylinder and show you where the trouble lies. Have one installed. H. Merten.

Arundel, piano tuner, Phone 189-L.

We have it, Rat Corn for rats and mice. Churchill Hwd. Co.

Your ignition troubles will end if we install a Bosch Magneto on your engine. Devaney & Burnett.

Dr. Harry E. Morgan, dentist, telephone 483. Office 315 Perkins Bldg.

Call at the Ideal Bakery, Sheridan St., for Superior Bread and pastry.

Lubrolite transmission grease. Easily put in. Nothing can compare to it for service. H. Merten.

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Don't forget that we sell Fisk Red Top Tires. Lotta miles. C. A. Lockwood Motor Co.

For painless extraction of teeth call on Dr. Nerba, dentist, Masonic Bldg. Phone 448.

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We install on Fords and Fordsons the same types of Bosch magnetos that are used on high priced cars and tractors.

Help of all kinds furnished on short notice. Lloyd Employment Agency, 125 Sheridan St.

How about a set of Hassler Shock Absorbers for that Ford car? 30 days free trial. C. A. Lockwood Motor Co.

See us about that exchange of natural demountable wood wheels for your old wheels. C. A. Lockwood Motor Co.

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Summer is here now and you would better have that leaky roof repaired and painted up with Asphalutium roof paint. Work guaranteed. See Powell, the second hand man.



NATIONAL GINGHAM WEEK

April 4-9
1921

You know that this is National Gingham Week.

That stores all over the country are making a special effort to encourage the use of this practical, economical household material and promote home dress making. In keeping with this national policy The J. C. Penney Co. has made a special effort to assemble a large and attractive stock of the finest GINGHAMS ever shown; in this we have been very successful.

Do you know that our system of buying direct from the mills instead of through the jobbers enables us to sell merchandise at a very modest price, which is in many cases less than the price the ordinary merchant is forced to pay for the same quality.

Come in and let us show you some of these beautiful patterns, or write for samples if you live out of town. We can save you money.

Apron Checks, 27 in.
12 and 15c per yard
Dress Gingham, 27 in., plaids, stripes and plain colors
15 and 19c per yard
Fine Dress Gingham, 32 in., good assortment of patterns
23 and 29c per yard

Better quality, 32 in., the most wonderful assortment of patterns ever shown
49c per yard
Fine Mercerized Scotch Zephyr and French Gingham, 32 in., none better at any price
69c per yard

Buying Most
we buy
For Less

J. C. Penney Co.
Incorporated
312 DEPARTMENT STORES

Selling Most
we sell
For Less

Carolina, Pennsylvania, Tennessee and Vermont, all registration fees are in the form of personal property.

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DAYS WITH KNIGHTS OF THE ROAD.

The spring season brings poetic outbursts, flowers, showers and with these things, the tramp. An irrepressible impulse of wanderlust enters the cranium of the vagrant and starts him en-tour. No home ties bind the tramp, so he seeks the railroad ties. Then, he becomes a rail bird and is eventually a jail bird. The only time the hobo gets his foot on the rail in this Volsteadian era is along the railroad tracks to board his side-door Pullman. And, oftentimes he rides the sleepers. The itinerant idler not only travels f. o. b., but gets his living f. o. b.—fast or beg. However the wanderer has to pay for admission to the movies. But when the program includes "Topics of the Day"—the jolly reel of press humor,—we all agree that the show is well worth the price of admission. Although he is called the "knight of the road," his craftsmanship is exercised during the day. A tramp seldom has axes to grind, because his sharp wit prompts him to make a detour on approaching the woodpile. Now, dear reader, let us wander on along happiness highway with some tramp jokes escorted by the News-Review.

A starving tramp appeared at a kitchen door in California and asked for food. "You like fish?" asked the Chinese cook.

"Yes," replied the tramp eagerly. "All right, come 'round Friday."

"I have seen better days," the tramp at the door began.

"So have I," replied the housekeeper, glancing at the darkening skies before she slammed the door. —Patterson Press-Guardian.

Mrs. Gripton, (about to send the tramp to the woodpile):—"Lincoln began as a rail splitter, and in time he ate his meals in the White House. Happy Harry:—"Lady, I never yet

split any rails, and right at this time I can eat meals in any color house."

—Rutgers Neilson.

Mrs. Happyhome:—"What can I do for you, my poor fellow?"

Tattered Tom:—"Lady, the woman at the next farm gave me piece of cheese. Would you be so kind as to surround it with bread." Ayer, (Mass.) News.

Bite of Help.

Tramp:—"Can you assist me along the road, mum?"

Lady:—"Personally, I can not."

But, I can unchain my dog, and he will be pleased to do so.—New Orleans Item.

"Madame," said Rusty Rhodes, "could you entertain a proposition?"

"I could," answered the firm lady pointing to the rug on the clothes line. "Either beat at or beat it." —Waterbury Republican.

"Topics of the Day" Films.

LODGE DIRECTORY.

EAGLES—Roseburg. Moose hall on Jackson St. on 2nd and 4th Monday evenings of each month at 8 o'clock. Visiting brethren in good standing always welcome.

VICTOR MICELLI, W. P. F. A. J. WILF, W. F. B. E. GOODMAN, Secretary.

NEIGHBORS OF GOODWILL—Lodge Circle No. 48, meets on 2nd and 4th Monday evenings. Visiting neighbors invited to attend.

WOODMEN OF THE WORLD—Camp No. 125, meets in Odd Fellows' hall in Roseburg every 1st and 3rd Monday evenings. Visiting members always welcome.

IL GARRICK, C. C. M. M. MILLER, Clerk.

O. E. S. Roseburg Chapter No. 8. Holds their regular meeting on the 1st and 3rd Thursdays in each month. are respectfully invited to attend.

MYRTLE REYMERS, W. M. FREE JOHNSON, Sec.

KNIGHTS OF PYTHIAS—Alpha Lodge No. 47, meets every Wednesday evening in Douglas Abstract Hall, corner Jackson & Washington Sts. Visitors always welcome.

WALTER CLOAKE, C. C. CHAS. F. HOPKINS, M. F. E. WIMBERRY, K. R. S.

U. P. O. ELKS, Roseburg Lodge No. 320. Holds regular communications at the Elks' Temple on each Tuesday of every month. All members requested to attend regularly, and all visiting brothers are cordially invited to attend.

A. J. LILBURN, E. R. R. L. WHIPPLE, Secy.

I. O. O. F., Eastern Encampment No. 9. Meets in Odd Fellows' Temple every Thursday evening. Visiting brethren always welcome.

V. T. JACKSON, C. P. JOHN REECE, H. P. OLIVER JOHNSON, S. JAMES EWART, F. S.

LOYAL ORDER OF MOOSE—Roseburg Lodge No. 107, meets first and third Tuesday evenings of each month at 8 o'clock in the Moose hall. All visiting brothers are invited to attend.

C. W. CLOAKE, Dictator. H. O. PARGETER, Secretary.

A. F. & A. M., Laurel Lodge No. 12. Regular communications 2nd and 4th Wednesday each month at Masonic Temple, Roseburg, Ore. Visitors welcome.

W. F. HARRIS, Secy. JOHN E. RUNYAN, W. M.

W. B. A. O. T. H.—Roseburg Review No. 11 holds regular reviews on second and fourth Thursday afternoons in Macabee hall. Sisters of other reviews visiting in our city are cordially invited to attend our reviews. Macabee hall on Cass street.

LOUISE LOCKE, Com. LOUISE HAPPEL, Col.

REDEARNS—Roseburg Redearn Lodge No. 41, I. O. O. F.—Meets in Odd Fellows' Temple every week on Tuesday evening. Visiting members in good standing are invited to attend.

MYRTLE THREFFEN, N. G. HELEN STEPHENSON, Sec. ETHEL BAILEY, Fin. Secy.

I. O. O. F., Philateline Lodge No. 8. Meets in Odd Fellows' Temple every Friday evening at 7:30 o'clock. Visiting brethren are always welcome.

H. W. SHAW, N. G. A. J. GEDDES, Rec. Sec. I. O. BAILEY, Fin. Sec.

LOOK YOUR FORD OVER

Every owner of a Ford car should give his machine the "once over" at least once each year. The car should be gone over and attention given to small details in order to avoid future trouble and a greater expense. It is good business judgment to do this. You owe it to your car.

LET US TUNE HER UP!

and put her in first class running order for the summer. OUR REPAIR DEPARTMENT is the most complete in Southern Oregon and we carry in stock every part for a Ford car. No waits—no delays here. TRAINED FORD MECHANICS at your service, which insures perfect satisfaction. Drive your car into our garage—leave it there for necessary repairs and your summer traveling will be a pleasure. We're the boys that can put the pep and ginger in her—and do it right. Don't delay. Have your repairs made before the spring rush.

Yours for service,

C. A. Lockwood Motor Co.

Authorized Ford and Fordson Agents
Roseburg, Oregon