

### SKELTON STORE BEYOND THE LAW

Nothing Illegal Can be Found Against Factory Which Sells Bone Frames.

PRICE FROM \$5.00 UP

Very Few Know of the Existence of the Plant Where Unclaimed Bodies Go.

[By William Philip Stimmis, Paris Correspondent of the United Press.] PARIS, April 4.—The skeleton industry here is threatened. The quarter in which the works are located is up in arms against it and, after one unsuccessful legal tilt, is now seeking a new means, which the inhabitants hope, will prove effective. Until legal action was spoken of against the gruesome shop, few Parisians knew of its existence, yet a large part of the world's supply of skeletons is made there.

In one of the most populous quarters of Paris, in the Rue Albert, up and down which swarms a mighty crowd of wordlings every day, is an old and battered wall, almost black with age. It is an equally somber door bearing the number 65. Over it a vine straggles. Life at the door of death.

To enter this door is not easy. The latch-string is not hanging on the outside. Few people have ever seen it opened, for it is very early in the morning before many are astir, that the uncanny carts stop before it, loaded with strange shapes covered with dark canvases, spotted with deep brownish spots. The door opens silently, the carts file in, and it closes noiselessly and instantly after them. When they come out after a while they are empty save for the mottled canvases which lie huddled in the bottoms.

The inhabitants of the quarter discovered when they visited Attorney Coumeau to have him bring a suit to oust the skeleton works from the neighborhood, that everything was legal. They claimed they smelled "the dead cooking" and all that, but the attorney told them nothing could be done at present. Doctors everywhere demanded skeletons, colleges of medicine demanded them, and so on. The factory was an adjunct of science and violated no law.

Unclaimed bodies go from hospitals to the skeleton factory at 65 Rue Albert. They are carted through the streets past the sinister, dark door, and put in boiling vats where the flesh is separated from the bones. Later the bones are bleached by special process and the pieces assembled. The price of the average skeleton, f. o. b. the factory, is about \$5, if you will take it without fancy trimmings.

It is said that the inmates of the home for the indigent aged, at Bicetre, used to wind up there, but a "union" was formed among the old people and a formal protest made against their skeletons adorning the walls of anatomical museums, colleges, doctors' offices, etc. Whereupon the practice was discontinued. The waste product, that is the flesh, is carried away in the sewers.

If the people in Rue Albert and vicinity win out against the factory, a bull movement in the skeleton market may be felt around the world.

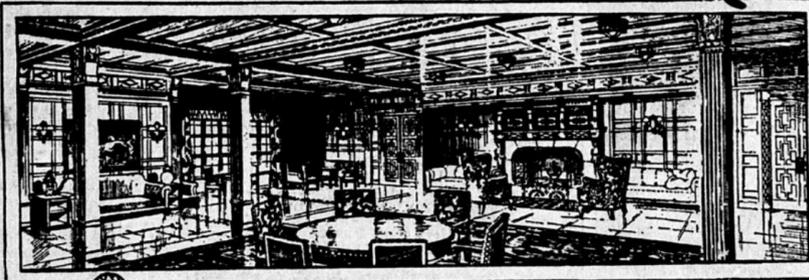
Prefect of Police Hennion is offering every encouragement to the Esperanto school for policemen now in full course here. He declares that important results already have been obtained, especially in the interchange of communications between the police departments of different countries.

From August 2 to 10 an international Esperanto congress will be held in Paris and at this time M. Hennion will advocate the study of Esperanto by the police officials, at least, of all the big cities of the world.

Works of art may soon be Bertilloned in order to prevent counterfeits being made and sold as genuine, according to Prof. Bordas here. He has suggested a scheme whereby artists, in addition to their signatures, should have the imprint of their fingers on their works. If they do this, he contends, counterfeits will become impossible.

It is feared here that Germany soon will wrest from France the laurels of the air. Despite French claims to supremacy in aeroplane matters, French authorities admit that France is virtually standing still while Ger-

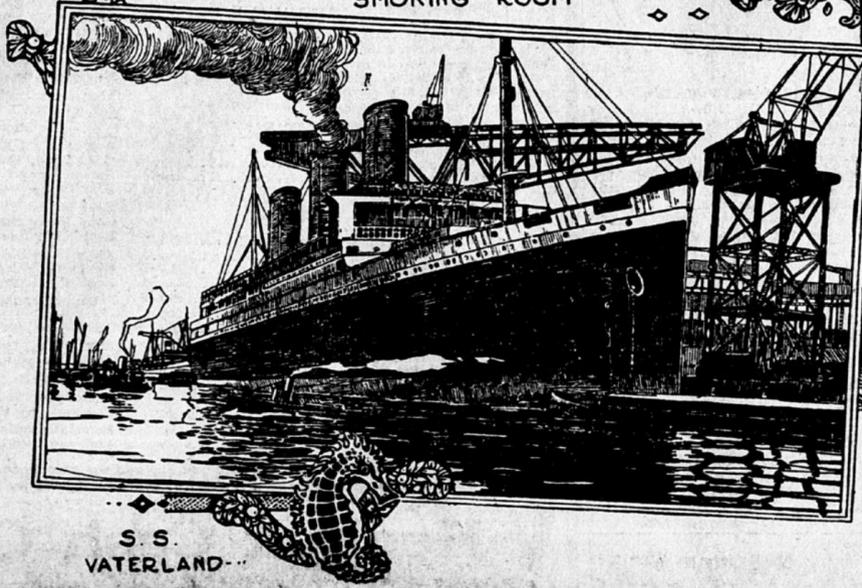
# S.S. VATERLAND WORLD'S LARGEST STEAMSHIP



SMOKING ROOM



ROMAN BATH



S. S. VATERLAND



PRIVATE DECK

The distinction of being the largest ship in the world is now held by the S. S. Vaterland of the Hamburg-American line. While closely resembling her famous sister ship, the Imperator, the new queen of the seas exceeds her in all dimensions. The Vaterland measures 950 feet, or nearly five city blocks in length, 100 feet in width, and has a tonnage of 58,000. The leading decorators of Europe have been engaged to design and furnish her sumptuous cabins, each of which is a masterpiece in its decorative style. The Vaterland will sail from Hamburg on her maiden trip June 4, arriving in New York on June 11.

Every conceivable precaution has been taken in the construction and equipment of the Vaterland to assure complete safety. As in the case of the Imperator her hull has been constructed with a complete inner skin, carried high above the water line, making her a ship within a ship. She is provided with both longitudinal and transverse bulkheads, giving her a cellular construction, rendering her proof against collisions and similar accidents. She carries life boats more than sufficient to accommodate all on board. Her powerful wireless apparatus enables her to keep continuously in touch with land. A unique feature is a complete fire department recruited from the fire departments of German cities. The efficiency of her equipment is assured by frequent drills and rigid discipline.

many is almost daily making a new step forward.

Jacques Mortane, specialist in aviation matters here, has just sounded a "cry of alarm," calling upon Frenchmen to wake up before German aviators take all the records still held by France. Victor Stoffler, a German, holds the longest flight record for a single day, with 1,350 miles to his credit. Brindejone de Mounais, a Frenchman, has won fame only a few months ago by a flight of 850 miles in one day. France until recently held the world's record for the longest time in the air, Fourny remaining up for 13 hours, 17 minutes and 15 seconds, but a German named Ingold has recently flown continuously for 16 hours, 20 minutes cross country. Fourny flew over an aerodrome. At present two records for height, with and without passengers, are alternating between France and Germany.

Mortane's inference is that it is not that Frenchmen cannot equal or surpass the Germans in aviation but, whereas in Germany, birdmen are encouraged by huge prizes, in France prizes appear to be no longer offered.

**Daily Thought.**  
Only by knowledge of that which is not thyself, shall thyself be learned.—Owen Meredith.

The Vaterland has many original features. She is the first steamer ever built with funnels which do not pass directly through the centres of the decks. Each of her three great funnels divides in the form of the letter "Y" at a point beneath the lowest passenger deck, and join again in a single tube which rises above her uppermost deck. The space occupied by the ordinary funnels passing through the middle of the decks is thus left clear, and the public cabins may thus occupy the deck without obstruction.

Taking advantage of this new arrangement of the funnels the grand dining room of the Vaterland will be unique. It will accommodate 800 passengers at one time, all seated upon the same deck. The great size and steadiness of the steamer make it possible to furnish the dining room with movable dining room chairs, in place of the swivel seats firmly attached to the floors, common to ocean steamers. In addition to the regular dining room, the Vaterland will have an elaborate Ritz-Carlton restaurant, a grill room, and a palm garden. The main dining room of the Ritz is built oval in form, exactly reproducing its counterpart in New York City.

The great social hall of the Vaterland is even larger than the famous ball room of the Imperator which has attracted world wide attention. This sumptuous public cabin will be the largest ever constructed on shipboard. It is roofed with glass, uninterrupted

by pillars or supports of any kind, and illuminated by concealed lights. The woodwork throughout is richly carved, the walls are panelled with rare tapestries and set with statues. A unique feature of the social hall is a theatrical stage.

The elaborate swimming pool of the Vaterland and her various electric, therapeutic, and other baths lend her the attraction of a great spa or bathing resort. The pool which reproduces a Roman bath, extends through three decks. It consists of three large rooms, an entrance hall, with hand painted walls and a floor of ornate mosaics, an antichamber roofed with glass, and the pool. The roof of the pool is supported by ten marble pillars, and arranged along the sides are twenty-eight bath cabins. In these rooms will be found electric light baths, water cures, carbonic acid baths, needle baths, massage rooms, a barber shop, hair dressing parlor, etc. The pool is constantly refilled and kept at a uniform temperature.

The smoking room of the Vaterland is one of the largest and most luxurious cabins ever devoted to that purpose. It has been placed on an upper deck forward, occupying the space usually taken by the officers' quarters, and extends the width of the ship. The smoking room is, therefore, open on three sides, thus assuring perfect ventilation and excellent light. The cabin has been sumptuously decorated with a wealth of

rich panneling and carving. A deep fireplace and several recessed seats and cozy corners lend a homelike appearance to the great room. Opening directly from the smoking room are two writing rooms for gentlemen.

The great size of the Vaterland has made it possible to make her state rooms unusually commodious. The Vaterland is the first ship to be built with three passageways running lengthwise, which serve to supply every state room with abundant light and fresh air, and give the ship an effect of roominess throughout. In every state room artistic bedsteads replace the built in beds or berths, common to most ships. Each room is besides supplied with a marble washstand and with both running hot and cold water. Special attention has been paid to the mirrors of the state rooms, and the arrangement of lights and the closet space.

The passengers on the Vaterland have the choice of a great variety of private suites which assure the privacy of one's own home throughout the crossing. These suites vary in size from two to twelve rooms. They are furnished in a variety of decorative styles and color schemes to satisfy every taste. The most elaborate of these suites, known as the imperial suites, include bedrooms, sitting room, breakfast room, two baths, servants' rooms and a private deck. A large proportion of the state rooms have private bath rooms and the other baths are so distributed as to be

convenient to every state room. In the first cabin alone there are more than 250 baths.

One of the most important innovations in the equipment of the Vaterland and Imperator is the fire department, composed of experienced fire fighters recruited from the fire departments of German cities. A large cabin centrally located has been set aside as the fire headquarters, and here are located the various signalling devices and indicators, running to all parts of the ship. The special equipment includes, a chemical fire engine, smoke helmets, and other fire apparatus. The firemen patrol the ship day and night and are constantly on duty at their headquarters. A complete system of automatic sprinklers has been installed both on the Vaterland and Imperator.

An important innovation has been made in the stateroom accommodations both on the Vaterland and Imperator. The stateroom passengers will occupy separate rooms, for two, four or six persons, instead of the dormitories formerly used. They have besides the use of private bath rooms and a laundry. On these great ships assure greater comfort than did the first cabins of steamers a generation ago. The stewards will besides speak all the languages of all the nationalities represented by these cosmopolitan passengers.

friends of law and order will find that the city under the incoming administration will show wonderful improvement in its moral tone.

### PANAMA CANAL WILL MAKE BIG CHANGES

Palouse Country South of Spokane to Partition Big Wheat Fields for Horde of New Settlers.

[Special to The Gate City.]

SPOKANE, Wash., April 4.—What farmers declare is the first important movement to partition the huge wheat farms of the Palouse country, south of Spokane, was started this week at a meeting of the Federated Commercial Clubs of Whitman county, when about 100,000 acres of first class land were proffered for listing in a statewide campaign to provide lands for the horde of new settlers expected after the opening of the Panama canal. The land was offered by large farmers to be cut up into farms of 20, 40 and 80 acre tracts for diversified farming. The average size of wheat farms in Whitman county, which last year held fourth place among all counties in the United States in agricultural production, is about 323 acres. Based on a population of 33,280, which the 1910 federal census gave, the per capita crop production of Whitman county land was \$376 in 1913, according to the United States department of agriculture, which recently an-

nounced the county's agricultural product last year brought \$12,540,700.

### KEOKUK ELECTION VIEWED BY PRESS

Hamilton Paper Says That Keokuk Will Take Its Medicine in Allopathic Doses.

The Hamilton Press, edited by W. E. Strimback, former mayor of Keokuk, makes the following comment in last week's issue regarding the Keokuk election:

Faith healing for municipal ills has been passed up by the voters of Keokuk and the old allopathic dose of the regular school of medicine accepted. While our over-river neighbors possess deep religious convictions, yet, knowing their town so well, they doubtless felt their municipal system needed a few heroic doses of pills, potions and purgatives to completely rid itself of some of the moral malaria and civic poison that have been accumulating the past years and deranging municipal efficiency.

Because of this opinion Dr. S. W. Morrhead got 2,341 votes for mayor against Rev. J. F. Sanders 1,502. J. A. M. Collins received 1,820 votes and F. T. F. Schmidt 1,970 votes for commissioners against T. J. Hickey's 1,790

votes and F. Overton's 1,652 for commissioner.

The results of the election indicate that while the people of our neighboring city are not favorable to the adoption of Puritanical conditions, they are anxious for the establishment of law and order, with the liberal administration of the laws. The overwhelming defeat of Mr. Gray at the primaries show that his administration of the public safety department was not to liking of the masses. The defeat of the Mr. Hickey at the polls shows that a majority of the people did not approve of his administration. Mr. Schmidt, who no doubt will be given the Hickey portfolio is a man of experience in that department, is honest, and believed to be an efficient man for the position.

Mr. Collins while a life long resident and well known business man of Keokuk, has had but little experience in the department which will fall to his lot, though it is believed he will make good. He is a man of rigid integrity—honest and upright in all his dealings with his fellow men, and a man who has the courage of his convictions.

Dr. Morrhead is an able and courageous man who served for two years as mayor and made a record of which any man may well be proud. He will make a forceful executive, and the

convenient to every state room. In the first cabin alone there are more than 250 baths.

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### AUTOMOBILE OWNER CHRISTENS NEW CAR

Question of Whether or Not Practice Will Become General Being Discussed Here.

Will the precedent established by Hector D. McKenzie, a prominent Californian in christening his new car in the same manner as a new battleship is christened become general? This question is being discussed at local garages—while some say that in the cases of wealthy young men the breaking of grape may soon be an established custom, there is a bigger number who declare the fad will just be an incident.

The fact, however, that Barney Oldfield was present at this Los Angeles automobile christening and thereby officially put "race sanction" on it, may have some bearing towards a general practice in this direction, it is argued. McKenzie christened his own car, "Pompey Boy," personally breaking a bottle on the bumper.

—Read The Daily Gate City.

### FORGED IN ARMY BY NEW LAW

Proposition for Voluntary Service From Working Class and Compulsory for the Wealthy.

### IS PLAN OF DE BROKE

Head Constable of Little Town Has Sixteen Positions and Gets Salary of \$75 Monthly.

[By Ed L. Keen, London correspondent of the United Press.]

LONDON, April 4.—Compulsory military service for those whose incomes exceed \$2,000; voluntary service for the working classes. These are the objects of an extraordinary bill which is now receiving the attention of parliament. It was not introduced by Keir Hardie, nor by the present liberal administration, but, strange to say, by the holder of one of the oldest and proudest titles in Great Britain.

Lord Willoughby de Broke (who, by the way, doesn't look at all like his name sounds) is a hide-bound conservative, and although there are those who say this bill is designed chiefly to embarrass the liberals who are opposed to any form of compulsory service, his lordship swears he is perfectly sincere, and his friends attest the honesty of his intentions. Willoughby de Broke's own military experience has been limited to the service with the Warwickshire Yeomanry, a military regiment of cavalry in which he was major; but as a descendant of one of the warriors who helped Henry VII smash "Crocketback Dick O'Gloucester" in the battle of Bosworth and who was afterwards made captain-general of the British forces in France, doubtless he considers it a hereditary duty to see what he can do to improve the defenses of England.

The noble lord declares he is not in favor of conscription along continental lines, but, agreeing with Field Marshal Earl Roberts and Sir Evelyn Wood that the British army is fast going to the demitition bow-wow, he insists that something be done before it is too late. Accordingly he proposes that every young man belonging to the comfortable classes, should be compelled to serve ten years in the territorial army militia, thereby displaying considerably more political cunning than Roberts, Wood, and the other militarist members of the national service league, whose aim is military service for all.

"The serious force that is repelling the idea of universal military training," said Lord Willoughby de Broke in a statement to the United Press, "is that a great many poor people, rightly or wrongly, mistrust the motives of the rich in advocating such a plan. These people think that universal service is only another device for forcing poor people to defend the possessions of the rich. The task before us is to win their confidence and to disarm that class feeling which is at present standing in the way of effective national defense. This can be done by example better than by precept. My bill proposes that the comfortable classes shall offer a guarantee of their own good faith in the matter of military service, by making that service compulsory upon all who enjoy more than a certain standard of comfort and privilege, and by leaving it voluntary to those who are below that standard."

Forty-five years of age and far more comfortably provided with worldly goods than the last portion of his name would indicate, the 19th Baron Willoughby de Broke is one of the most active members of the house of lords. He sat as a conservative member for his home district in the house of commons for five years before succeeding to the title, and is now marked out for a cabinet job in the next conservative organization.

Willoughby de Broke's activities recently, placed War Minister Colonel Seely, who at this writing has resigned his post but his resignation not accepted, in a rather awkward position. In the days that he was conservative, Seely declared that compulsory service was imperative and inevitable, and now with the militia force 60,000 below the minimum of safety as laid down by Lord Haldane (then war minister), folks are wondering how he could turn down the assistance offered thus by Willoughby de Broke, especially as only a short time ago in the house of commons he

(Continued on page 5.)