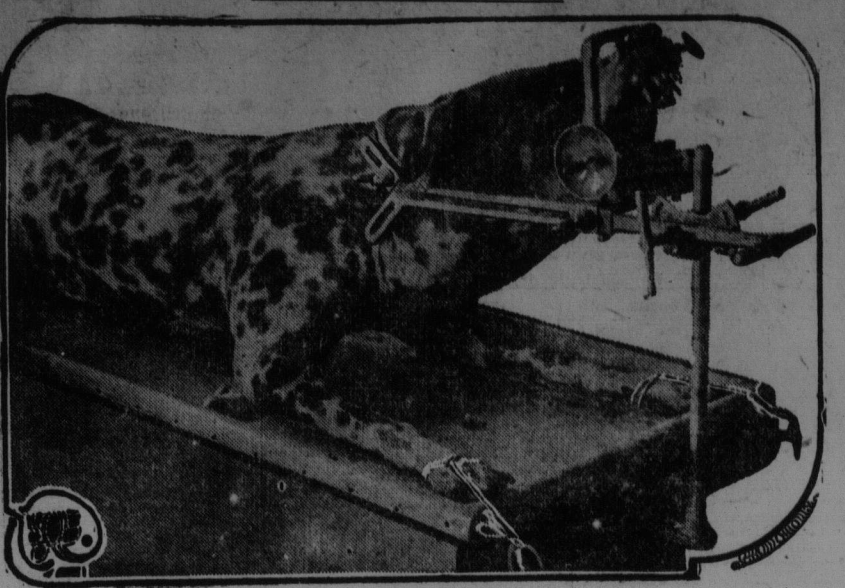


Horrors of Vivisection In The Rockefeller Hospital



THIS DOG IS READY FOR VIVISECTION.

New York, Jan. 13.—Mary L. Kennedy, the little woman who left the Rockefeller Institute in New York, where she was an assistant, because she could not stand the sights of vivisection, carried the terrible secret of what she had witnessed for over a month.

Then, in an affidavit placed in the care of the Anti-Vivisection Society, she told a terrible story. Dr. Alexis Carrel was in charge of the division in which the woman says the cruelties were practiced. "I saw the doctors take two dogs," she declared in the affidavit. "A leg was cut off each dog, and then one leg was sewed onto the stump of the first dog. The second dog was left to die. A tube was thrust into the marrow of the live bone of the first dog and into the bone of the amputated leg. Every now and then a doctor would come along and twist the leg to see if it were knitting. After it had begun to grow in place they would twist it all the harder to see how strongly it was growing into place."



MISS MARY L. KENNEDY.

"All this time the dog would be stretched out on its stomach, with its legs tied and a tight band about its neck."

"Sometimes I used to go into the room at night. The dog would be awake and suffering. When I would pet it, it would look into my eyes and beg me, like a child, to be freed. 'It was more than I could stand,' I don't believe the Rockefeller knew of the vivisection, because when it was known that any of them were coming, all signs of vivisection would be out of sight. The Rockefeller knew of the vivisection, because when it was known that any of them were coming, all signs of vivisection would be out of sight. The Rockefeller knew of the vivisection, because when it was known that any of them were coming, all signs of vivisection would be out of sight."

Dr. Carrel is the physician who astonished the civilized world last July, when, at a dinner given for him in Paris, he intimated a proposed law that condemned criminals to be given the choice of death or of submitting to three experiments for the purpose of stamping out tuberculosis.

BEDECEASED ON WEAKNESS OF BRITISH NAVY

Lord Charles Charges That New Battleship Cruisers Would Be Useless in Case of War.

London, Jan. 13.—Friends of the government have been making much of a Berlin report to a Ministerial paper announcing that an understanding between Britain and Germany had been reached on the naval question. Just as this story was quieting, the public mind a denial came. With the denial there has been published a declaration by the Hamburger Nachrichten that any such arrangement would be altogether out of the question. This official Journal says: "If Germany were to walk into England's snare there would be an outbreak of national indignation which would sweep away every German minister who had become a party to an arrangement by which our country's future upon the sea had been sacrificed."

The incident has given a stimulus to the campaign of Lord Charles Beresford in Portsmouth. Lord Charles is canvassing very energetically and is making splendid progress. The other day the premier replied to the charges of Lord Charles that the navy is in bad shape by saying that that arm of the service is better able to defend British supremacy than it ever was.

"The Prime Minister had no right to make such a statement," Lord Charles retorted. "The situation is such that it is fully known it would cause commotion in the country amounting to riots. It is a question to me whether I should not refer to these matters more fully. The present state of the navy has been brought about by espionage, bribery and favoritism, and I can doubly and trebly prove every word I tell you. In the event of war the first thing to do would be to send the navy into dock and transfer her crew to another ship, because she cannot use her guns. It is foolish to hoodwink the nation with naval reviews."

The invisible is one of the new class of battleships competing with the dreadnaughts in size and power. The answer to Lord Charles is a remarkable act on the part of the Admiralty. The battleship Prince of Wales, the flagship of Prince Louis of Battenberg, has suddenly been ordered to Chatham. She has a crew of 840 strong, mostly Portsmouth men, and her transference to Chatham means that these men, who would certainly vote for Lord Charles, are deprived of their votes. This is not the first time that this sort of thing has been done. When the by-election was imminent just before the dissolution was sent upon the submarines were sent to Dundee, thus taking 100 voters out of the constituency.

Alarming Statements. The speeches of Lord Charles are becoming more and more alarming. At Grimby yesterday he described the strategy the Germans would resort to were they to determine upon an attack on England. "Germans have said that if they intended to attack England it would be without warning. I suggest that Germany would send out her tramps with six-pounders and attack the coast. They would even sink a tramp could sink a Mauretania. The pretext is easy—a little difficulty about Holland or Belgium, the Congo, or the Persian Gulf, a diplomatic letter would follow, and what is to stop Germany from striking a blow at night and getting hold of the trade routes? Great Britain has left her arteries undefended."

"I say seriously that Germany is deliberately challenging us to make all preparations. Our reply is, 'Oh, we are all right, sleep in peace.' Well, it may be that we sleep in peace, but we have no need to get up. What the Premier has just said about the navy being all right is simply a question of votes. Some people believe the Premier, but I do not believe him. If we fail to recognize the gravity of our position, then I say we shall regret it. The British Empire is only a tradition and not a reality."

The situation has impelled Sir Charles Villiers Stanfield, the composer, to set to music the adoption of Tennyson's song of 1859, "Riflemen Form." These verses were written when a French invasion was considered probable, and when the volunteer movement was a consequence of the situation. The language of Tennyson is but slightly altered and the two most telling verses are these:—

Storm in the east that darkens the day!
Storm of battle and thunder of war!
Well if it be not roll our way,
Storm, storm, riflemen form!
Ready, be ready against the storm!
Rifemen, rifemen, rifemen, form!

Let our reforms for a moment go!
Look to your butts and take good aims!
Better a rotten borough or so
Than a rotten fleet and a city in flames!
Storm, storm, riflemen form!
Ready, be ready against the storm!
Rifemen, rifemen, rifemen, form!

Abduction Charged. Toronto, Jan. 13.—Charged with the abduction of the woman's two children from the custody of the father, Edward Norris of Bradford, Ont., was arrested at a city hotel last night by Mrs. Kate Green, also of Bradford. The couple were registered as man and wife and the two children were with them when they were found. The woman is held as a vagrant and the children are with her at the Court street station.

THE FATHER OF TRUSTS WARS WITH CHILD

O. C. Barber Who Made Match Trust Declares That People Will Revolt if Cost of Living Continues to Soar.

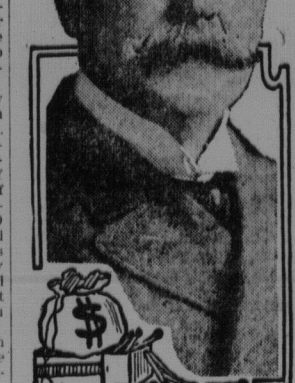
(By J. V. Knight.) Special to The Standard. Akron, O., Jan. 13.—The next time you start to strike a match pause a second and think this: "The people cannot long stand this increased cost of living without a revolt."

Because Ohio C. Barber, founder of the match trust, the multimillionaire pioneer of all the great trusts, said it the other day. It isn't often that a man worth \$20,000,000 kicks about the increased cost of living. Least of all would one expect it from the "father of the trust."

Having heard that Trust Magnate Barber had a controversy on with a United States senator, I was sitting in his library talking to him about it. He suddenly rose from his chair and delivered a remarkable denunciation of trusts, railroads and politicians. This combination, he said, is making the American people poorer and poorer, in the face of a wave of "prosperity" that has made men like Barber plutocrats.

"Why is the cost of living higher?" I asked him.

"Hoodwinking People. 'The railroads are extorting from the people; the trusts are extorting from the people; the politicians are



O. C. BARBER.

hoodwinking the people. Do you know that when President McKinley was shot he was at that very time appalled by what the tariff had done to the people?" "I say and I know that McKinley was preparing to advise a downward revision of the tariff nine years ago. And it has been done yet."

"What part to the railroads play in this increased cost of living?" "They are making millions with one hand, while with the other they are flooding the country with claims that rates on commodities cannot be lowered."

"The literature that they send out broadcast to pacify the President. Taft, they came to pull the wool over his eyes."

"Just what makes you think so?" "That's easy. I've studied the higher cost of living and these facts come to me. The voter nowadays has little chance to assert his rights. How can he? Look at the men in our senate and in the house of representatives. Most of them are empty-headed. They report to Cannon and Aldrich for their orders; that is, most of them do. There are some great able men in congress, but they're in the minority."

"How about the trusts, Mr. Barber. You organized the first great trust, didn't you?" "The Scheme Now. 'Trusts have changed. They scheme instead of build up. The evils in our commercial system are not due to the trusts alone. I'll tell you why. If everything were in a trust or trusts, the cost of living ought to be reduced. Because, if the bad trusts would violate the law, the good ones would tell on them. They'd tell on each other.'

"But why are they not prosecuted now?" "They don't want to see the trusts and railroads regulated. There's the reason why living is higher. 'Why does it cost us more to live?' the voters inquire. What is the answer they get from their lawmakers? 'Why, that crowd down in Washington waves the American flag at them a couple of times, says something about standing pat' and ends with talk of George Washington and Henry Clay."

VOTES OR HAREM FOR WOMEN HE DECLARES

Mr. Slosson Cautions Woman Suffrage Party That Sex Must Get Ballot Quickly—Declares It Is Elevating.

New York, Jan. 13.—Although two Assemblymen of the Eighteenth Senatorial district failed to appear and make speeches favoring the franchise fight, the first mass meeting of the Woman's Suffrage party in St. Michael's Parish House, Ninety-ninth street, near Amsterdam avenue, last night, was well attended by men and women sympathizers in the "votes for women" cause. There were addresses by voters, non-voters and by women who have cast their votes but are barred from doing it now.

Mrs. May Preston Slosson, who was down for an address, was too ill to appear, and her husband talked for her. He explained that "if the home is to be represented at suffrage and political meetings, Mrs. Slosson really ought to do it. She is the speaker of the house. And I want to tell you that she is entirely unopposed by her experiences at the polls in Wyoming."

Just Vote. "Out in my State," referring to Wyoming, "women don't talk suffrage. They just vote. It's more effective and it's quieter. I recommend it to you

than he ought to for the necessities of life ought to make his vote as much an economic question as the price he pays for a dozen of eggs."

"I'm not trying to get into politics with these theories. Politicians are no more to me in my daily life than the blooded cows I'm raising out of my farm near here. Cows with me are a form of economics. So with the politicians that we put into office."

Mr. Barber is in his sixty-ninth year. His financial interests are scattered from New York to California and in South America and Europe. Even while he talked his mills in Switzerland, London and Chile were buzzing.

Here was something for wage earners to think about. If Barber plutocrat and founder of trusts, thinks so, doubt Morgan, Adolph, Rockefeller, and Cannon think so, too? If not, what do they think of this great problem of today? women here. And vote quickly, for it's

AUCTION SALES.

VALUABLE FREEHOLD THREE STORY BRICK RESIDENCE, WITH BARN, No. 4 WELLINGTON ROW.

By Auction. I am instructed by D. A. Vaughan, Esq., to sell by public auction, at Chubb's Corner, on Saturday, Jan. 15th at 12 o'clock, noon, that valuable freehold brick residence No. 4 Wellington Row, Heated by hot air and containing eleven rooms with bath, everything in good repair. This is one of the best residential parts of the city. Size of lot 25x100 feet, more or less, with driveway from Union street. Also barn in rear. Part of purchase money can remain on mortgage, at 5 per cent. For further particulars apply to F. L. POTTS, Auctioneer, Etc., Phone—972, P. O. Box 104, Jan. 8, 10.

Real Estate. T. L. Coughlan, Auctioneer, 70 Princess St., ST. JOHN, N. B.

either back to the harem or on to equality. "In Wyoming," he went on, "you don't see women carrying puppy dogs on their laps. Their laps are better occupied. And the women don't found hospitals and homes for half orphaned cats or one-eyed canary birds. They have far better things to do. And there are more marriages in proportion to the people out there than anywhere else in this country. There are more children, too."

Mrs. James Lees Laidlaw, Senatorial chairman of the Eighteenth district, presided at the meeting. Mrs. Frederick Nathan, leader of the Fifteenth Assembly district, was a speaker. Mrs. Nathan appealed for help in her district.

THIRTY SQUARE MILES OF SODA DISCOVERED

London, Jan. 13.—Engineer Sheldford, who has been surveying the proposed railroad which will join the Uganda Railway in Africa with Lake Magadi, describes the remarkable features of the lake.

It lies at the bottom of a valley 3,000 feet deep and looks at a distance like an ordinary sheet of water, but the water is only a few inches deep above a hard surface like pink marble.

This is actually an immense deposit of soda covering twenty square miles. It is of considerable depth.

DECREASE IN RAILWAY TRADE

1,261,682 Less Passengers Carried in 1909 on Canadian Railways Than Year Before—1,138 Miles Added.

Continued from page 1. The number of passengers carried one per mile of road was \$4,342, another decrease of 6,312. The number of passengers per mile was 1556, a falling off of 127. The average receipts per passenger per mile were 1.921 cents as against 1.922 last year. The train service increased, the average number in each train was 51, a decline of 3. The sum of the foregoing facts in that while the railways had an increased passenger train mileage in 1909 over 1908 they carried fewer passengers in the aggregate, fewer passengers per train and carried less money from ticket sales.

Taking into account the total earnings from the running of passenger trains, that it from ticket sales, mails and express, baggage, etc., which amounted to \$45,282,326 in 1909, as compared with \$45,564,159 in 1908, there was a decrease in the gross earnings per passenger train mile of 877 cent. The figures are:

1908, \$1,227,190, \$1,150. The number of tons hauled one mile was 13,160,267,550 as against 12,961,512,519.

The number of tons hauled one mile per mile of line, showing a density of freight traffic was 545,991, owing to the new mileage this was a decrease of 15,283. The average receipts per ton per mile was .537 per cent, a gain of .004.

The revenue from freight was \$95,714,783, an increase of \$1,968,127. The average receipts per ton per freight train was 40,304,900, a reduction of 171,470.

The average haul of freight was 197 miles, as against 206 miles in 1908. The average number of tons per freight train was 278, exactly the same as in 1908.

The average number of loaded cars per train was 16.37 as compared with 16.04 in 1908.

The average car load was 16,938, a falling off of 35 tons. The aggregate earnings were \$145,065,226, a decrease of \$1,861,877.

The operating expenses were \$104,060,084, a decrease of \$2,704,068. The net revenue was \$40,955,251, a betterment of \$842,090. The net earnings were \$1,678,400 per mile a decline of \$46.50.

The net earnings represented 2.09 per cent on a capitalization of \$1,308,481.

Applying the net earnings to the railways which created them and excluding railways which had no net earnings, the return rises to 2.93 per cent, and 26 railways had deficits.

The equipment was: Locomotives, 2969; freight cars, 117,779; passenger cars, 4192, all showing increases.

There were 65 locomotives and 9345 freight cars, a decrease of 1000 in the number of freight cars. The available motive power was 165,000 horsepower, a decrease of 4,000.

The accident record was killed, 565; injured, 2186.

The protected crossings number 675 and the unprotected 17,193. Only 5.00 per cent of rural crossings and 24.53 per cent of urban crossings are protected.

By Mr. Barber 125,105 employees, as against 126,404 in 1908. The average wages were \$63,216, a decrease of \$1,000.

DECISION IN REPLEVIN CASE

Judge McKeown Dismisses Summons and Sustains Writ in Favor of Plaintiff in Peck vs. Colpitts.

His Honor Mr. Justice McKeown in supreme court chambers, recently in the case of Edson E. Peck vs. John W. Colpitts, a replevin case delivered judgment dismissing the summons and sustaining the writ with costs in favor of the plaintiff, Mr. Miles B. Nixon, K. C., appeared for the defendant, John W. Colpitts and Mr. Geo. W. Fowler, K. C., for the plaintiff, Edson E. Peck.

The facts are as follows:—A writ of replevin was issued out of the supreme court, directed to John W. Colpitts, who had seized upon certain goods of Edson E. Peck under a second execution issued out of the court of Daniel W. Stuart, a Justice of the Peace for the County of Albert. Mr. Peck claiming that the debt was paid, entered this replevin suit, and Mr. Dixon on behalf of the defendant, applied to have the writ set aside on the ground that the goods were in the custody of the law.

The matter was argued before Mr. Justice McKeown, and His Honor delivered judgment in which he decides that the questions involved are questions of fact and mixed questions of law and fact, which can be better tried at the circuit court than upon affidavits. He therefore dismisses the summons and sustains the writ, with costs in favor of the plaintiff, Peck.

THE UNITED STATES WARNS GERMANY

Imperial Foreign Office Informed That Adoption of the Potash Law Would Mean Retaliation.

Berlin, Jan. 13.—The United States government today informed the German Foreign Office that it would regard the adoption by the Reichstag of the proposed potash law as a discrimination against American interests.

It is understood that the American position is that the adoption of the measure would constitute such a discrimination against the United States as is described in section 2 of the Payne tariff act.

The potash bill recently laid before the Federal Council by the Prussian government is designed to create a trust of all the potash mines of the country under the auspices of the Imperial Government. In Berlin financial circles the proposed law is favored as a measure for protecting the national resources.

According to section 2 of the Payne tariff act, if it should be shown that Germany was discriminating against the United States, it would be obligated upon the President to penalize all German imports by the imposition of twenty-five per cent duty in addition to what would be collected ordinarily upon them.

JOHNSON CASE BEFORE JURY

Case at Hampton in Which I.C.R. Conductor is Involved Nearing End—Witnesses Go Over Same Ground.

Hampton, N. B., Jan. 13.—In the railway case this afternoon the plaintiff in giving rebuttal evidence on the stand positively denied the truth of the statements that he assaulted, or had Hughes as to conversations in regard to his ticket or that he used any of the epithets or expressions alleged and categorically all or any of the expressions stated by other witnesses in their testimony and also the truth of the statements that he assaulted, or attempted to butt or strike, the conductor or that he in any way put his hands upon him.

Sheriff Freezes. Sheriff Fred W. Freeze was put on the stand to prove that there is a jail at Hampton where a tentative of a prisoner could be received into its custody and a lockup at Sussex where a prisoner could be taken by the town marshal if notified by telegram to be at the railway station to receive a prisoner on the arrival of a stated train.

This closed the rebuttal and Mr. Mullin submitted to Judge McKeown his answers to the pleas entered. He claimed that the handcuffing of McAllister was unjustifiable and illegal. There was no evidence to support the allegation in the plea that it was necessary to prevent his escape because he was violently drunk and disorderly. He referred to rule 50 of the railway regulations which says if a passenger refuses to give up his ticket or pay his fare, he may be put off the train at a station where there is a lockup and handed over to the police, if violent or abusive. Further the arrest was illegal under regulation 136 which does not include abusive language. A case was cited in which McAllister was removed because he was annoying other passengers, but only claimed that he refused to give up his ticket or pay his fare, while using abusive language.

Put Off. Rule 49 provides that persons drunk or unable to take care of themselves shall not receive tickets and if such persons are found on the train they shall be put off, and how and where is provided for elsewhere. Mr. Mullin cited cases in support of his contention which were noted by his honor.

Mr. McAlpine in reply relied on the contention that the regulations of necessity gave to conductors a very wide discretion. They cannot stay with a refractory passenger, they have many other duties to perform and the responsibility of the line and the lives of his passengers rest upon them. The cases cited therefore were not applicable in this case. Counsel for the respective parties addressed the jury in forcible and eloquent terms. Mr. McAlpine briefly. Mr. Mullin at greater length. At the close of which the court was adjourned until ten o'clock tomorrow morning.

Report on \$1,000,000 Dam. Welland, Ont., Jan. 13.—The International Waterways Commission has finished its report on the proposed million dollar dam to be built between Lake Erie and Niagara river to raise the level of Lake Erie, and the report will be submitted to the governments at Washington and Ottawa. It has taken six years to prepare.

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