

of the Ministerial building. It flew close by the head of the Chief of the Hungarian Press Bureau, Herr Abranyi, Member of the Ministerial Council. The Austrian Prime Minister Baron von Beck, called on the Hungarian Prime Minister this evening to express his great regret at the demonstration made in front of the Palace of the Hungarian Delegation. Baron von Beck stated at the same time that a searching enquiry would be held, that the offenders might be punished.

THE TRIPLE ALLIANCE.

Rome, June 9.

The *Giornale d'Italia* writes: "The declarations of confidence, friendship and alliance, exchanged on June 6 between Vienna and Rome can be received by us only with the greatest satisfaction. We and our friends have always regarded the Triple Alliance as a great instrument of peace, and we believe today too, that this great compact cannot be loosed without endangering the peace of Europe." The paper continues that it must be the task of the Sonnino Ministry to remove the irritation prevailing in Germany against Italy since the Algeiras conference.

The *Tribune* says with reference to a remark of the *National Zeitung* that the King had, as a matter of fact, said not: "I ask my two allies" but "I ask the two allies". "It is a question here of a dispute about a word, since the whole telegram of the King clearly shows that he approves of the assurance of the solidarity of the two Emperors."

KING ALFONSO ON THE OUTRAGE.

Madrid, June 9.

In reply to the address of the President of the Chamber at the reception yesterday, the King said: it is deplorable that efforts to improve the lot of the needy are met by incomprehensible criminal acts. Those efforts will not, however, be hindered by the mistaken notions of a certain class of criminals, and the wisdom of Parliament will surely find a solution that will guarantee security to the Spanish people, and protect their means of living from the ill-judged actions of disordered minds. To this end co-operation with the public authorities of other countries is necessary.

THE HERKOMER MOTOR CONTEST.

Vienna, June 10.

The competitors in the Herkomer Contest entered today on the fourth stage of their journey, from Vienna to Klagenfurt. 112 automobiles started at intervals of one minute, beginning at 5 o'clock in the morning. The last motor started at 6.51.

Vienna, June 10.

The Herkomer Contest. A serious accident has happened. In going round a curve near Schottwien on the Semmering road automobile No. 3 broke a wheel. The disabled car was run into by the next behind, No. 11, an axle and wheel of which were broken by the collision. The car No. 51, which was closely following No. 11, in the effort to clear the wreck, ran into the bank and was damaged in the fore part of the frame. No one was hurt, but all three motors had to retire from the contest.

NEWS FROM RUSSIA.

MORE RIOTS.

Warsaw, June 9.

Armed bands destroyed about twenty shops of the Brandy Monopoly this evening. Three persons were killed and seven wounded during the rioting.

Warsaw, June 10.

The court martial last night sentenced four political prisoners to death.

It is now known that during yesterday's fight over the destruction of the shops of the Brandy Monopoly 6 persons were killed and 18 wounded.

Eupatoria, June 10.

A gang of unemployed today attacked an engine factory and a steam mill in the neighbourhood of Eupatoria. The neighbours removed the sacks of meal on carts. The mill was completely gutted by fire. As the police were unable to cope with the rioters a company of soldiers was despatched to restore order; the damage is estimated at 100,000 Roubles.

AN AGRICULTURAL UNION.

Odessa, June 10.

A union of agriculturalists of the Province of Cherson has been formed, with the object of selling corn direct to foreign countries.

THE RUSSIAN MINISTRY.

St. Petersburg, June 10.

The Vienna political correspondence bureau published yesterday a telegram from their Petersburg correspondent in which the resignation of the Goremykin Ministry is spoken of as apparently a *fait accompli*. The *Birschewija Wjedemosti* in its evening issue prints in black type the news: "The Goremykin Cabinet resigned last evening. The Czar's decision is not yet known." Both the Vienna telegram and the paper's announcement belong to that species of sensation mongering the authority of which is not confirmed; in higher

circles there has been no talk of the retirement of M. Goremykin and his colleagues.

MORE RUMOURS DENIED.

St. Petersburg, June 10.

The *P. T. A.* announces that the rumours appearing in many Russian papers that the Russian Government intend to issue a new foreign loan are without foundation. Pure invention too is the article in *Das Zwanzigste Jahrhundert* entitled "The search for the golden fleece" in which mention is made of a presumably confidential commission of Count Witte to conclude a foreign loan with the help of the former Minister, M. Durnovo. The statement appearing in the above paper and in the *Nascha Gisz* that the Finance Ministry have received a telegram from Count Witte in which he remarks on the reports of foreign bankers in reference to the further realisation of the last 5 per cent Russian loan of 1906, is pure invention. Neither the Ministry nor the Finance Minister have received any telegram from Count Witte.

RIOTING IN TIFLIS.

Tiflis, June 10.

Yesterday morning on the Bazaar square of the town of Eriwan a dispute took place between two Mussulmen and then between two Armenians. A panic ensued among the mob. Shots were fired into houses and shops. Troops were summoned to restore order in which they were successful, and many of the rioters were arrested. 11 Armenians and 2 Mussulmen were killed and 11 persons wounded in the riot. Both sides demand that the guilty should be arrested and tried by court martial.

ARREST OF AN ANARCHIST.

Petrosény (Hungary), June 10.

A man coming from Roumania has been arrested here, on whom were found anarchist writings, many false passes and letters in cypher. One of the latter, dated May 31 appears to be concerned with an attempt to murder European rulers. The man has been sent to Buda Pesth.

NEWS FROM ITALY.

THE POPE.

Rome, June 10.

The Pope, accompanied by the court dignitaries, proceeded today to St. Peters for the veneration of the lately canonised Father Buenaventura of Barcelona. The act was witnessed by 6000 invited guests. The Pope is enjoying the best of health.

MORE EARTHQUAKES.

Rome, June 10.

Earthquakes were felt today in Pizzo, Tropea, Messina, and Reggio di Calabria.

Monteleone, Calabria, June 10.

Two sharp shocks of earthquake occurred here last night, causing the inhabitants to rush out of their houses. No damage was done.

THE CONGO STATE.

The report of the Committee appointed in the affair of the Congo, is accompanied by two letters in which the King approves of the measures laid before him and claims the Congo State as his own, since it was created by him and with his own resources; any interference by foreigners would be an usurpation. In the letters a wish is expressed that Belgium should take over the Congo State with all its burdens and its advantages, as soon as a suitable moment has arrived; the letters combat the idea that a parliament or responsible Government should be given to the Congo State. Further, an increase in the grant for fighting the sleeping sickness is demanded, and the abolition of slavery and the prevention of the introduction of alcohol are again called to mind. Finally a loan is announced which can be drawn upon when necessary.

In the official journal of the Congo State the report on the measures proposed by the Commission of Enquiry is published. These measures consist, among others, of an extension of the landownership of natives, of the removal of the tax on labour or production, of an amelioration of the portage system, and of the recognition of the principle that the State, in conjunction with the companies, is alone allowed to undertake warlike operations. It is also contemplated to introduce a tax on the earnings of the companies, to erect schools for native artisans, and to improve the legal system &c.

Latest Telegrams on page 4.

RECORD IN LINERS.

The blue riband of the Atlantic, wrenched from British liners by the Kaiser Wilhelm der Grosse, and retained by the Kronprinz Wilhelm and the Deutschland, has been secured to Germany for a decade by the Kaiser Wilhelm II., with its record speed of twenty-three and a half knots, total indicated horse-power of 38,000, gross tonnage 20,000, moulded depth of 52ft. 6in., and 72ft. breadth.

In length, this Atlantic greyhound was not so great an advance upon the Oceanic, Britain's premier high-speed vessel; but in all else, and especially in

the three knots advantage of her minimum average speed, it has been another case of Eclipse first and the rest nowhere.

The Cunard Steamship Company, under agreement with the British Government—signed, sealed and delivered as far back as 1903—will change all this in the launching of the twin leviathans, the Lusitania and the Mauritania, at Clydebank and at Wallsend respectively. From Thursday, when the Lusitania was launched on the Clyde, England became Mistress of the Seas, and the Kaiser Wilhelm II. will have to dip her flag to the new Cunarder in acknowledgment of the transferred leadership of the magnificent Atlantic fleet. The recovery of this prestige has been no half-hearted affair. It has been not a question of merely getting the nose of the new Cunarder in front of her great German rival at Sandy Hook. The superiority from today will be visible and marked, the observed of all observers. Formidable as the task of improving upon a speed of twenty-three and a half knots has been, it may be accomplished with an ease which will only too effectually hide from all but the expert intelligence the exceptional drafts which have been made upon constructive skill, ingenuity, inventive genius, enterprise and expenditure in the achievement.

At the outset, then, a few striking facts may be stated concerning the cost, in brains, labour and hard cash, of the recapture by England of the blue riband of the Atlantic. Under the Cunard agreement with the Government, each of the liners whose huge hulls are now conspicuous objects on the Tyne and the Clyde will cost £1,300,000—a million and a half, one may be sure, by the time the inevitable "extras" have been covered. Thirty thousand tons of material will be wrought into each vessel before the task of the shipbuilders is done. To ensure, a clear gain of but one knot in speed the indicated horse-power of the Cunarders will be 68,000, instead of 38,000—over 75 per cent. in excess of that of the Kaiser Wilhelm.

It follows as a matter of course that the German vessel's dimensions will be considerably exceeded all round. The "Lusitania" and her sister ship will be 790ft. in length over all, 88ft. broad, and 60ft. 6in. moulded depth—which means that they will be 84ft. longer, 16ft. greater in beam, and 8ft. in depth, with a displacement of 40,000 tons, as against 36,000 tons.

These colossal figures will convey their own impressive facts to those who go down to the sea in ships. But, as most people still, by circumstances or through a perfectly natural preference, remain in the sailors' contemptuous category of landlubbers, some more popular method of conveying a sense of the new wonder which is being wrought in the marine engineering world must be sought. Standing on the just rivetted plates of the liner deck, the spectator looks down what is literally a lane of iron with a far distant glimpse of the haze over the river on the edge of which the sixty-ton stern frame—a single casting—rests. When the captain of the Lusitania paces his bridge, his eyes will be about 110ft. above the line of the keel of his vessel.

Down either of the four monster funnels of the liner two North-Eastern engines could run abreast. The volumes of smoke will issue from these gaping mouths at a height of 154ft. above the keel. And, the consumption of coal per day will attain the respectable total of 1,000 tons, so that each journey across the Atlantic—now rapidly approaching the ideal of four days and a half—will mean quite a presentable little coal bill for the Cunard Steamship Company to pay.

If the two masts of the Lusitania, rising 210ft. above her keel, were placed beside St. Paul's Cathedral, they would show 2ft. above the two corner towers. Every feature of the leviathans is, indeed, on the grand scale, and the Americans, to whom the greatest thing on earth, whether it be circus or waterfall, makes instant appeal, will be delighted beyond measure with the new Atlantic toys. Take the chain-cables by way of further illustration. They are unquestionably the largest ever cast for any ship. Each of the iron links is 22 1/2 in. in length, 3 3/4 in. in diameter at the smallest part, and weighs 160lb. Tested at Lloyd's proving-house with a strain 100 per cent. above Admiralty proof-strain, a tension of over 370 tons, the full power of the testing machine being applied, the links remained unbroken.

Above and beyond all the other departures which have been made in the design of the new Cunarders, however, the deliberate adoption of steam turbines, instead of reciprocating engines, with four shafts and propellers, is that fraught with the greatest significance. Sir William H. White has said that it "involves an experiment of great novelty; but it has been undertaken after full inquiry, and promises to be successful, while its potential advantages are very considerable."

"LAYING RECORD."

Mrs. Westwood, of the village of High Easter, near Chelmsford, England, owns a hen which recently laid two eggs within two hours. This prolific bird, whose unfeminine name is "Jimmy", has also on previous occasions laid an egg in the morning and another one in the evening.

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Valentin,
Frau Mar
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