

# ROYAL BELVEDERE

## Grand Concert Daily

by the Royal Belvedere Orchestra, under the direction of Herr Willy Olsen.



The Concerts begin on Week Days at 7.30 p.m. on Sundays and holidays at 5 p.m.

Admission, at the door, 1 mark, or 50 pf. if the ticket is bought beforehand at any of the cigar-shops of the firm WOLF, Prager Str., See Str., Post Platz. At the Bureau of the Royal Belvedere 10 tickets may be had for 3 marks, up to 6 p.m. Admission to the Side Terrace and Pavilion free.

just under water. Other steamers were at once warned by wireless telegraph, and informed as to the exact position of the floating wreck. Such wrecks, drifting in a much used track are a great danger to passing steamers. If collisions with ships manned and under control are not always avoidable and as a rule accompanied by terrible catastrophes, it can easily be imagined that, particularly in the darkness of night, a derelict may be the cause of equally serious accidents. In a number of cases in which ships have been posted as "missing" and never heard of again, it is assumed that drifting wrecks may have been the fateful cause. In the early part of this summer the wreck of the cargo-ship "Dunmore", which had been drifting in the Atlantic since the 19th of January last, created such uneasiness in shipping circles that two British men-of-war were sent to look for and destroy it. The "St. Louis" sighted the "Dunmore" on a clear moonlight night in March right in her own track, and was just able to steer clear of it; as she would perhaps not have been able to do in dark or snowy weather. The "Dunmore" is a comparatively rare example of an iron ship remaining so long above water after having been abandoned. She was thirty days out from Cardiff and bound to Newport News when her screw-shaft broke and she sprung a leak; the crew, exhausted by their combat with the elements, and fearing that they would either go down with the ship or die of hunger, abandoned her and were taken on board a passing German steamer. Since then the wreck has been drifting about the Atlantic Ocean, sighted by more than twenty steamers, some of which attempted in vain to take her in tow. It would be well if this wreck were sunk by a torpedo, and the sea for ever rid of it; as, if an attempt is made to tow such a vessel into port, it may break adrift again in stormy weather. Navigation is also threatened by the two wooden derelicts "Bronson H." and "Mary Maning", which were abandoned several months ago. On the East coast of the United States, from Florida Northwards, the wrecks of many wooden schooners, belonging to the American coasting trade, are always drifting. The United States war-ship "Atlanta" fired several shells at the wreck of the British schooner "Golden Rod", the stern of which was ten feet above the water and the bow awash, and was eventually obliged to ram the wreck before it could be sunk. Experience shows that wrecks are astonishingly "tenacious of life". In 1899 the "Siddhartha" drifted for several months, was often sighted, and set on fire by three different steamers, till at last she was brought into harbour by the British cruiser "Melampus". The "Ada Cummings" drifted 5,000 miles in 549 days, from New Jersey across the ocean nearly to the Equator, being at last driven ashore on the coast of Columbia and there broken up by the inhabitants. She was sighted nearly fifty times, and set on fire by twelve steamers, but would not burn because she was full of water. The "Fanny Walston" covered a distance of 9,000 miles in 1,408 days, drifting mostly in mid-ocean from East to West and from North to South, and so getting into the great ocean highways and nearly to the Equator; thence northwards to the Gulf of Mexico and along the American coast; where she was last seen, four years after her abandonment, off Cape May, apparently soon to founder. It has been suggested that, in view of the serious danger to navigation offered by these floating wrecks, the great sea-powers should agree to have certain ocean districts systematically searched by ships of war, in order to sink all drifting wrecks. Many a good ship and crew would thereby be saved.

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Mr. H. Barney, New York, H. Bellevue.  
Miss W. Kirkpatrick, New York, H. Bellevue.  
Miss D. C. Harris, New York, H. Bellevue.  
Mr. D. M. Harris, New York, H. Bellevue.  
Mr. G. Best, New York, H. Bellevue.  
Mr. and Mrs. O. F. Hauelsen, Indianapolis, H. Bellevue.  
Mr. C. Vevey, London, H. Bellevue.  
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Miss A. G. Mack, Boston, H. Grand Union.  
Mrs. E. White, Boston, H. Grand Union.  
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Mr. A. Sullivan, Pittsburg, H. Grand Union.  
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Mr. and Mrs. O. Lirtz, Aurora, H. Stadt Rom.  
Mr. E. Helsen, and Family, America, H. zum Schweizerkeller.

## LATEST TELEGRAMS.

London, September 3. The correspondent of *The Morning Post* telegraphs from Washington that Mr. Bryan's advocacy of the purchase of the railways by the State has given rise to a very lively discussion in the Press; Republicans and Democrats alike declaring that he has thereby lost his chances of the Presidency.

London, September 3. *The Times* correspondent in Pekin reports that Tuan-fang, one of the members of the study-Commission sent to Europe, has been appointed Viceroy of Yang-chen.

New York, September 3. The correspondent of *The New York Herald* in Valparaiso telegraphs that the Chilean and foreign insurance companies have issued a notice in common that they will make no payments for damages caused during and after the earthquakes.

Washington, September 3. It is officially reported that five Japanese have been arrested on St. George's island in Behring's Straits on a charge of illegally killing seals. It is further stated unofficially that a Japanese schooner had anchored three miles distant from the island, and that the crew are supposed to have landed to explore the island. The Japanese declare they were only looking for water.

San Sebastian, September 2. The King and Queen sailed today in the yacht "Giralda" for Bilbao.

Paris, September 3. The Bishop of Orleans publishes in the *Gaulois* a long legal and theological memorandum on the importance of the Papal encyclical. The memorandum runs: "We will fulfil the sacred duty imposed upon us. We are held up as Romanists, and we accept the designation; knowing that he who will be a good Catholic must subject himself to the Pope, but knowing also that he can nevertheless love his country with his whole heart and soul. The Pope commands us to be neither rebels nor traitors. We have never been rebels, and we do not wish to play the part of traitors".

St. Petersburg, September 3. (From a special correspondent.) Reports having been in circulation here that a courier of the Council of Ministers had been set upon and robbed of important papers by the driver of the droschke which was conveying him, it has been explained that the courier and papers are safe; and that the driver was drunk, drove off the road and fell asleep.

Warsaw, September 3. In Zyrardow yesterday disturbances took place in connection with the funeral of a workman who had been shot by the military. The soldiers on duty fired a volley, which killed six and wounded about twenty persons.

## WEATHER FORECAST FOR TODAY

of the Royal Saxon Meteorological Institute.  
Light easterly winds. Bright dry weather. Somewhat cooler.