

The Daily Record

and THE DRESDEN DAILY.

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DRESDEN, THURSDAY, MARCH 14, 1907.

10 PFENNIGS.

BAD ALBERTSHOF 7, Sedan Strasse 8 Swimming Baths: for ladies Wednesday and Saturday 10-1, Monday, Tuesday, Thursday, Friday 2-5; the remaining days for gentlemen. 16, Werder Strasse 9 Turkish Baths: for ladies Monday and Friday 6-1, Wednesday 2-8; the remaining days for gentlemen. Baths of every description.

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THE HOUSE OF COMMONS.

London, March 12.

Mr. Clynes, Labour Member for N. E. Manchester, asked if the Government could do nothing to prevent the shipment of 2,000 labourers from Liverpool and elsewhere to replace the Hamburg dockers out on strike. The Prime Minister replied that he did not know how that could be done. There was no way of controlling the exit from the country of workmen who were to undertake work anywhere, no matter whether it was a question of a strike or not.

NEWS FROM AMERICA.

THE LIGHTER SIDE OF DIPLOMACY.

New York, March 12.

There seems to be a good deal of truth in the extraordinary story, published by the *New York Journal* yesterday and amplified today, of a squabble followed by a fight with fists between the President of Nicaragua and the United States Minister to that interesting Republic. The State Department will make no statement on the subject for publication, but no attempt is made to deny that a disagreeable incident has occurred, and that Mr. Merry, the Minister, is now on his way to Washington, at the request of the Department, to give full details of the affair. Mr. Merry has shown considerable tact and ability since he has been in Nicaragua, and the disposition generally is to believe in his version of the causes which led up to a most undignified culmination. Something will have to be done.

The fact that war is raging in Central America, in spite of the efforts and warnings of the Washington Government, has not increased the prestige of the United States among the smaller Republics, and the Merry incident will not improve the present very unsatisfactory state of affairs. It is still practically impossible to form here a confident opinion as to the merits of the dispute which brought about war between Nicaragua and Honduras. It is understood at Washington that the State Department has reached the conclusion that the former Republic forced hostilities upon its neighbour, and is now doing its best to bring the other Central American Republics into the conflict with every prospect of success. It is still more impossible to say how the war is going, or to forecast its conclusion. Each side claims a victory almost daily.

Arrangements are being made to send warships to both sides of the Isthmus, and it is likely that naval action will of some kind eventually be taken, but the rumour that American troops are to be sent may be dismissed as very improbable.

NEWS FROM FRANCE.

DEATH OF AN EX-PRESIDENT.

Paris, March 12.

M. Jean Casimir Perier, who was President of the Republic from June 27th, 1894 to January 18th 1895 when he resigned, died last evening. He had been suffering for some months from *angina pectoris*. The funeral will take place at Pont sur Seine, and will, in accordance with the wishes of the deceased, be conducted with the utmost simplicity, no flowers being placed on the coffin, and no funeral orations made.

President Fallières has charged his secretary, M. Lanes, to convey his sympathy to the family of the deceased statesman.

M. Clémenceau, the Prime Minister, offered M. Casimir Perier's son to give his father a state-funeral; the offer was, however, declined in accordance with the desire expressed by the deceased that his funeral should be void of all ceremony.

When the Chamber of Deputies met today, M. Brisson, the President, alluded to the death of M. Casimir Perier, who, he said, had performed illustrious services for the Republic. He believed it would be the wish of the Deputies to show their

grief by adjourning the sitting. M. Guyot Desaigne, in the name of the Government, associated himself with M. Brisson's remarks and the sitting was suspended.

THE EXPLOSION ON THE "JENA".

Toulon, March 12.

The French battleship "Jena", on board of which a disastrous explosion occurred on Tuesday morning, was in dock for the purpose of having her engines overhauled. It is not clear up to the present what caused the first explosion, but it is known that a torpedo exploded and ignited the powder stores on board. A whole series of explosions followed at intervals of fifteen minutes or so. The windows of all the workshops in the vicinity of the dock were smashed, while the electric light wires were fused. Each explosion hurled debris around to a distance of over 500 yards. A block of granite weighing some 22 lbs. was thrown into the air and descended 400 yards away from the "Jena". The dockyard hands, who were on their way to work, crowded to the Missiessy dock, from which a column of smoke was rising. Many of them had no idea what had occurred, but suddenly they discovered that the "Jena" had been blown into the air, and officers at once gave orders that all should remove themselves to a place of safety. It was known that the powder magazines of the ship were full, and the constantly recurring explosions led to the conviction that they had all caught fire. The scene while the explosions continued was a terrible one; courageous sailors venturing near the doomed ship could see fragments of bodies being hurled into the air. An indescribable panic prevailed and men, their faces black with smoke and every sign of terror in their countenances, were met hurrying aimlessly landwards.

A telegram reaching Paris later in the afternoon stated that the whole population of Toulon was in a state of terrible excitement, the streets being crowded. The entrance to the dockyard was closed, admittance being allowed only to officers, sailors and dockers. It was found extremely difficult to organise rescue parties, as further explosions were expected. It was feared that the fire had spread to the "Suffren", the flagship of the squadron; several workshops in the dockyard caught fire, blazing debris from the "Jena" having fallen on their roofs. As soon as was possible the wounded, who were at first believed to number 300, were conveyed to the hospital. Many officers were terribly burnt. That portion of the ship untouched by the explosion was considerably damaged by fire. All those who managed to save themselves hurried into the town to acquaint their relations of their safety.

At the time of the disaster many midshipmen were collected together on board in one place, while one of their number, by name Carlini, was delivering a scientific lecture. Suddenly a violent explosion, the sound of which seemed to come from the stern, shook the whole ship. Thanks to the fact that the lecture was being held, most of those attending it were able to save themselves; they were thrown toward the bows and by the help of ladders were able to scramble up on the quay.

Among those killed was Sub-lieutenant Rousse; Admiral Manceron, Sub-lieutenant Soissoudin and Midshipman Nelboeuf were wounded. Two corpses as yet unidentified were brought to the hospital, one of them being in paymaster's uniform.

At 3 p. m. the fire on the "Jena" was still raging. All the authorities were on the scene and the work of rescue was in full swing. The firemen worked desperately to protect the buildings in the vicinity of the scene of the disaster from the flames.

Telegraphing from Toulon at 5.30 p. m. on Tuesday a correspondent states: "Up to the present it is impossible to ascertain the exact number of the killed and wounded; men talk of 50 killed and 100 wounded, but the number may be far greater. At 4.30 it was known that the whole after portion of the vessel was on fire but no further explosions were to be feared. It is believed that the Commander and first Lieutenant of the "Jena" have perished as nothing has been heard of them."

The correspondent of the *B. T.* in Paris learns that while the "Jena" was manoeuvring off Toulon a fire of no great importance was discovered on board and the vessel at once returned to dock. As no immediate danger was feared, the crew sat down to dinner. At that moment the explosion occurred.

A naval officer states that during the manoeuvres experiments were being made with a new powder which is highly explosive and has to be kept at a low temperature. It is believed that the temperature in the neighbourhood of the powder was raised by the fire, and that thereby the explosion was caused.

Admiral Manceron's steward gives the following account: "I was in the mess-room engaged in my ordinary work. At 1.30 a terrific explosion took place in the flat under the mess-room and under the Admiral's cabin. The glass in the portholes was smashed and a suffocating smoke poured in from all sides and took away my breath. I felt that I was wounded in the forehead, for blood running down my face prevented me seeing. I hastened to the Admiral's cabin, where coffee had just been served, to warn him of the imminent danger. He hurried out, but I was unable to say whether he was wounded. Indescribable panic prevailed on board. Many men jumped down into the dock or were hurled there by the violent explosion."

A later telegram from Toulon confirms the statement that the Commander of the "Jena", Captain Adigard, as well as "frigate Captain" Verder lost their lives in the disaster. The latter officer was in his cabin and was burnt to death, for a huge beam which had fallen outside across the door prevented him opening it and it was impossible to break through the steel walls of the cabin. The "Jena" is completely destroyed. Heartrending details of the catastrophe are coming to hand. Sub-lieutenant Roux attempted to open the dock gates in order to fill the dock and so extinguish the fire. He was hurled into the dock and literally blown to pieces before the eyes of the horrified crew. Late at night the approaches to the dock were strewn with fragments of human bodies, women with torches endeavouring to identify the remains of their relations. The whole town is plunged into mourning, the shops, theatres and cafes are closed. Many families are awaiting news of missing relatives, which cannot, however, be supplied them.

A representative of the *Agence Havas* has had an interview with Lieutenant Thiercelin, an officer of the "Jena", who was terribly injured but is quite conscious. He believes that by the rapid ignition of the powder an atmosphere was generated in which no one could breathe, so that most of the victims were suffocated. The number of killed, it is rumoured in Toulon, reaches 100, that of the wounded in hospital 150, but it is believed that still more wounded men are being tended in houses in the town. The fire on the "Jena" is now under control. It is hoped to be able to remove the bodies on board, during the night.

By midnight, telegrams reaching the Ministry of Marine in Paris showed that, while the number of victims is very large, it is nothing like so great as the figures first published seemed to show. Seven officers are missing, the Admiral is slightly wounded. The number of injured is believed now to be 40.

In the lobbies of the Chamber the news of the disaster created the utmost consternation. Admiral Bienaimé has stated that he believes the explosion was caused by spontaneous combustion of the powder. For some time past great changes have been made in the process of manufacture of powder and it has, in consequence, to be continually kept under control. The "Jena" may have had 25 tons of powder on board. She was the most magnificent battleship in the French fleet; she served as a type and together with the "Suffren" was to be the foundation of the future fleet. Other battleships, not of the "Jena" type, are by degrees to be removed from the service.

The Minister of Marine, M. Thomson, has received a communication from Senator Monis that he intends to put an interpellation to the Minister concerning the "Jena" disaster. M. Monis says that in his interpellation he will point out that this disaster is the more grievous in that it is the crowning point of a long series of disasters, and that the Government ought to have taken all the necessary steps to prevent such catastrophes.

THE MURDER OF THE BULGARIAN PREMIER.

The *post mortem* on the body of M. Petkoff has revealed the fact that the bullet penetrated the left lung and lodged in the heart.

When the news of the murder reached Philippopolis a collision occurred between the adherents of the Government and the Nationalists.

According to a report from Belgrade, the Bulgarian students there knew that an attempt was to be made on M. Petkoff's life.