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and THE DRESDEN DAILY.

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THE HOUSE OF COMMONS.

THE IRISH BILL DROPPED.

In the course of Monday's sitting the Prime Minister made his promised statement as to the course of business. He said that the Government had determined to drop the Bill relating to the Irish Council. They did not propose to hold an autumn session, nor would they introduce their Licensing Act this session, but at the commencement of next.

The Irish Bill, although intentionally limited in scope, was an important measure. It appeared that some misunderstandings with regard to details of the Bill existed in the Irish National Convention, and these misunderstandings might have been set aside by detailed discussion. But after the National Convention had unanimously declined to accept the Bill, the Government were forced to the conclusion that the influence of the Nationalist Members would be exerted against the measure. Under these circumstances, which had caused the Government great regret and disappointment, they could not proceed further with the Bill. The Government would not bring in the Irish University Bill this session, but, on the other hand, the Bill relating to the reinstatement of the evicted tenants would be introduced as soon as possible. The Government had also decided to drop the Bill relating to religious instruction in elementary schools, but next session a comprehensive measure for the re-organisation of the educational system would be introduced.

The Government still hoped to pass the following measures before the prorogation: the Budget, the Territorial Army proposals, the Bill to establish a Court of Criminal Appeal, the Small Holdings Bill, the Evicted Tenants Bill and other measures of less importance. The Prime Minister continued: "When I speak of passing a Bill, I refer only to this House, but if I look beyond this House my gift of prophecy fails. (Laughter.) We cannot tell what treatment will be meted out to our legislative proposals in another place. We intend on the 17th or 26th of July to move a resolution touching the relations of the Upper House to the Lower; we shall then give full expression to our view of the matter and await with pleasure the decision of the House." (Loud applause on the Ministerial benches.)

Mr. Balfour said that the programme of work drawn up by the Government would keep the House occupied until the end of October.

Mr. Redmond discussed the decision of the Government to drop their Irish measure and said that he had recognised from the first that the Government, by introducing this half measure, were attempting an impossible task; the Government would now realise that there was no alternative to reposing complete confidence in the Irish people. He denied that the rejection of the Bill by the National Convention was to be ascribed to clerical influence. The rejection of the Bill was due to a unanimous and spontaneous outburst of the will of the people of Ireland. He regretted the withdrawal of the Irish University Bill, and concluded with the remark that, however friendly the present Government and Parliament was to Ireland, he recognised that the Irish must, in the end, rely on their own efforts.

THE MISSING AERONAUTS.

It has now transpired that the missing officers cried for help to some villagers before they were swept out to sea. As they were passing over Winterborne Abbas, in Dorsetshire, they called to an innkeeper who was standing with some guests at his inn door to seize the rope which was passing close to them. The men ran after the rope, but were unable to seize it; they noticed that the grappling anchor was gone. The aeronauts seemed to have lost all control of the balloon, which disappeared with great rapidity. There is not a trace of the unfortunate occupants, and the War-office has received no news of their fate.

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THE UNREST IN INDIA.

The Police in Amritsar have arrested the agitator Ajit-Singh who recently, when the warrants for the arrest of agitators were issued, managed to escape arrest.

THE ENGLISH JOURNALISTS IN GERMANY.

The English journalists, after their excursion to the Chiemeese, drove to Prien, visited the Royal Castle on the Herreninsel and then drove to the Fraueninsel.

They spent another hour with their German colleagues in the Munich railway station, where German and English patriotic songs were sung. They then entered the express train which was to convey them to Frankfurt, where they arrived at 7.15 p. m. They were met at the station by the reception committee, and drove to the hotel in motor-cars decorated with German and English colours.

Before their departure from Berlin they sent the following letter to His Excellency the Duke zu Trachenberg:

Berlin, May 31.

Your serene Highness,

Before leaving Berlin we ask to be allowed to convey to yourself, and through you to the members of the Reception Committee, our most sincere and heartfelt acknowledgments of the kindness and hospitality extended to us during our stay here, and indeed during the whole of our journey.

Nothing could have exceeded the consideration shown for our convenience and comfort by the members of your Committee from first to last, and our travels have been made easy for us by the unceasing kindness and attention of the gentlemen who have been so good as to accompany our party, and of those who have made us their charge in Berlin. Our sojourn in your capital has been one of continuous interest and delight, and we shall long bear in our minds the memory of the splendid banquet given to us by your Committee on the night of our arrival, and the cordial words of welcome and good will offered to us on that distinguished occasion. Nor can we forget our reception by the Burgomaster and Magistracy of Berlin in the magnificent hall of the Rathaus, the noble hospitality which we enjoyed at the Chamber of Commerce and in the Reichstag, and the truly magnificent representation at the Opera House to-night.

We further desire very respectfully to give expression to our sense of the signal honour paid to us by His Majesty the Emperor in welcoming us "to his country and to his house", if we may permit ourselves to adopt His Majesty's own gracious words spoken to us at Potsdam today. In conclusion, may we add an expression of our hope and belief that this visit to Germany, so memorable to ourselves, may bear fruit in the promotion of friendship and kindly feeling between our two countries.

We beg to remain

Your obedient servants

Fredk. W. Wilson, President.

Frederic W. Dickinson, Hon. Secretary.

NEWS FROM AMERICA.

THE U. S. A. AND JAPAN.

Various announcements from Tokio show that some uneasiness exists there as to the future development of Japanese relations with the United States. Japan may demand an apology from the Mayor of San Francisco, and equal treatment for Japanese and Anglo-Saxons.

THE TARIFF.

A circular has been issued to all the American Consular agents in all countries informing them

that the altered Customs regulations agreed upon with Germany come into force on July 1st. The alterations are not to be applied to imports from Germany alone, but from all countries; thus a way out of the tariff difficulties with France may have been found.

NEWS FROM FRANCE.

The *Journal* states that negotiations are pending between France and England for the final settlement of the New Hebrides question. England has proposed that France shall give up her entire claims on the New Hebrides and accept instead Sierra Leone on the West Coast of Africa.

THE SHIPPING STRIKE.

The committee of registered seamen in Havre intends to take steps with the Seamen's Union in Southampton that English ships will refuse to place the emigrants at present in Havre on other ships in Southampton; the Cherbourg registered seamen will endeavour to prevent the emigrants being shipped on vessels of the Hamburg-America line. A collision occurred on Monday between fish saleswomen and the wives of strikers who threw the fish into a stream. Three arrests were made.

The Minister of Marine, M. Thomson, received a deputation of registered seamen. They subsequently informed reporters that the Minister, sheltering himself behind questions of the budget, had showed himself disinclined to make any concessions in the matter of the height of the State-paid pension to seamen.

The Committee of the Seamen has informed the Minister that it has telegraphed to all harbours ordering the strikers to resume work.

It is reported from Havre that the men refuse to obey the directions of the committee. They say they will remain on strike until all their demands have been granted.

A MYSTERIOUS RIOT.

On Monday afternoon in Le Bourget a Boy's League headed by their principal, Abbé Fornierie, was fired on with revolvers by unknown persons. Several persons, among them the Abbé, were wounded, and one of them succumbed to his wounds. An enquiry into the matter is proceeding.

THE SPANISH ROYAL WEDDING OUTRAGE.

The trial began on Monday in Madrid of the seven persons, including the Anarchists Ferrer and Nackers, accused of being implicated in the attempt to murder the King and Queen of Spain in the Calle Mayor on the day of their marriage.

Anarchist placards, demanding the acquittal of the accused and threatening retaliatory measures in the event of their condemnation, were posted up in various parts of Madrid early on Monday; they were removed by the police.

WELLMAN'S ARCTIC EXPEDITION.

A telegram from Tromsø announces the departure for Spitzbergen of the Wellman expedition steamship, with the 180ft-long balloon on board.

NEWS FROM RUSSIA.

THE DUMA.

The House rejected a proposal to increase the punishment inflicted on persons found guilty of eulogising crime. In the course of a debate on proposals relating to Polish education, several Polish Deputies attacked the Minister of Education, accusing him of endeavouring by means of Government Schools to russify Poland. M. Gherassinoff described the policy of the Poles as wavering between the Government and the Duma and between the various parties. The President of the Polish Club denied this and said that the Poles desired equal freedom for all nationalities in Russia, who had hitherto been oppressed by tyranny.

A proposal of the Minister of the Interior as to the non-admission to the army of persons under police supervision was discussed. He said that it was necessary to take preventive measures against revolutionaries who were trying to force their way into the army. Many Members opposed the proposals, which were rejected by a large majority. The House then adjourned.

THE REVOLUTIONARY MOVEMENT.

A bomb was thrown in the streets of Lodz on Monday against two secret police, both of whom were killed, 28 passers-by being wounded. Later on in the day an attack was made on 3 policemen and a military escort. One of the former was killed, another and a soldier were slightly wounded

News comes from Smolensk that on Monday some thousand peasants proceeded to Sitshova and demanded that the money sent for relief of distress in the Province should be given to them. On the officials declaring that the money could only be handed over on the authority of the presiding official, the peasants at first were quiet but then became restive, and wounded the police commissioner and examining magistrate with stones. The police then fired a volley, killing two peasants and wounding several.

PERSIAN AFFAIRS.

The announcements of hostile movements of the Governor of Buridshird and Luristan, Salar ed Dauleh are much exaggerated. The Governor of Hamadan, Zehir ed Dauleh has just returned from a mission to Salar ed Dauleh, who is encamped a day's march from Hamadan, and has reported that the latter will not hand in his submission in spite of the favourable terms offered him.

The Prince has requested the mediation of England and Russia through the consuls in Kerman-shah, and the Ambassadors of both countries have been received by the Shah. No definite result has been achieved, but the negotiations are still going on.

THE SITUATION IN MOROCCO.

The *Agence Havas* learns from Tangier, with reference to the landing of French sailors in Tetuan, that the cruiser "Jeanne d'Arc" has been holding gunnery trials on the high seas off Tetuan, where the English fleet from Gibraltar holds similar trials annually. Some sailors were landed, to construct a target, which they afterwards carried with them out to sea, to the spot where the trials took place. As far as landing in Tetuan goes, it was confined to three officers who landed as tourists.

The *Times* correspondent in Tangier reports that at Monday's meeting of the *corps diplomatique* the Director of Public Works at Tunis, M. Porche, was without debate appointed Engineer-in-Chief to the Moroccan Government, in fulfilment of the terms of the protocol of the Algeciras Conference. The correspondent reports further that the negotiations which have been carried on between the Sultan and Raisuli have led to no result.

A COLONIAL BRIBE.

The June number of the *National Review* relates an extraordinary story of the inner history of the Imperial guarantee of the loan of £5,000,000 to the Transvaal. A certain section of the Government's supporters have for some time been profoundly disgusted at the inability or unwillingness of the Government to redeem its pledges in the matter of Chinese labour. The whole history of the Government's action and attitude in this matter has been so discreditable that it would not be very surprising if the story as told by the *National Review* were true. Swaziland, hitherto under Imperial protection, had been previously abandoned to Transvaal Boers as their own to work their will upon. Upon his arrival in London for the Colonial Conference General Botha was asked whether he would not, in return for Swaziland and past favours, pledge himself to the repatriation of the Chinese coolies when their indentures expired. His first reply was that he would do nothing of the kind. This sturdy refusal to admit of any interference by the Home Government in a matter concerning the Colony and the Colony alone, leaked out and caused much irritation among that group of Ministerialists who at least are honest enough to desire to give effect to the wishes they believe to have been expressed by their constituents at the time of the general election. They accordingly held a meeting and decided to inform the Government whips that they would vote against the Government if the licences of the Chinese coolies were renewed. The Ministers were on the horns of a dilemma; on the one hand were their angry and deluded supporters who declined to be satisfied by Mr. Churchill's terminological inexactitudes, on the other was General Botha refusing to be coerced. A happy thought occurred to the Colonial Minister. Possibly General Botha might be bought. The Transvaal was talking of raising a loan of £5,000,000; the Government expressed its willingness to pledge the credit of Great Britain, guarantee the vote, and offer to save the Transvaal 1 per cent, equal to £50,000 a year, on condition that the 8,000 Chinamen whose licences expire this summer should be sent back to China. This offer, according to the writer in the *National Review*, was too much for General Botha; he decided to accept it and "will apply the five millions in giving doles to his own electors and in building a railway through Swaziland. The Cape and Natal who have to raise their own loans at greatly higher rates than the favoured Transvaal will be hard hit by the new railway competition." The whole story may be true or not,

but at least it gives some explanation of a mystery which puzzled many people who could not understand why the wealthiest and least indebted South African Colony should be given so large a measure of Imperial assistance. The world knows well enough by this time how very little truth there was in the highly coloured statements as to the slavery of the indentured coolies on the Rand. The Government offers of repatriation were rejected by the "slaves" themselves in a manner that was contemptuous, but the Government, anxious to justify their action in a matter which has from the first been covered by a tissue of mis-representation and falsehood, jumps at any expedient whereby they can satisfy their clamorous supporters, and the Prime Minister desires to lay his hand upon his heart and say "we have repatriated these victims of servile labour." That their repatriation will be violently resented by the coolies themselves, and that the mining industry may be seriously affected by this withdrawal of valuable and efficient labour goes for nought with this Government which thinks of nothing save catching votes. We imagine the Opposition will take the earliest opportunity of raising the question of this bargain, discreditable alike to General Botha and the Government, in the House, and in spite of the more fanatic anti-Chinese labour Members, it is impossible that the House as a whole can approve of such clandestine and underhand methods of remedying a supposed grievance, which only exists in the minds of a few misguided cranks.

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LONDON LETTERS.

(From our correspondent.)

OUR TUBE RAILWAYS I.

London, June 1.

Our principal London newspapers, yesterday and today, published the following paragraph, in almost identical terms:—

A novel and surprisingly simple method of advertising the opening of the Charing-cross, Euston and Hampstead tube, the last link of London's underground railway system, has been devised by the directors of the Hampstead line. They announce that on Saturday, June 22, the opening day, the line will be free to all passengers. All London may travel to and fro as often as it likes.

There will be no fares to pay, no tickets, and of course no ticket-collectors. The booking-offices will be closed, the barriers will be thrown open, and passengers will be allowed to pass in and out of the stations and use the trains at their own free will.

Thus London will see the possibilities of the line. Residents in the North of London will be able to travel home at noon; shoppers can "tube" to the West-end; holiday-makers can visit Hampstead Heath or Golder's Green, and vary the excursion by walking from Hampstead across the heath to Highgate, and returning from the tube station there.

The line will be open about 1.30 p. m., and will remain open until nine in the evening on this particular day. In order to cope with the crowds expected to accept this invitation, special inspectors will regulate the traffic, and a very frequent service of long trains will be put on.

G. WIRSING, American Dentist. Graduate of the Milwaukee Medical College (Dental Department).
Sidonien Strasse 10 b, corner Prager Strasse. Tel.: 9987.

The above had, of course, been specially "communicated" to the Metropolitan Press by the Managing Director of the Underground Electric Railways Company of London, to which great undertaking, practically founded a few years ago by the American financier Yerkes, since deceased, belong the Baker Street and Waterloo Railway, which was the first completed after the acquisition of the District lines, the Great Northern, Piccadilly and Brompton Railway, the Charing Cross, Euston and Hampstead Railway, now to be opened, the District Railway and the London United Tramways which run to the West of Hammersmith, to Richmond, Kingston, Hampton Court, and Uxbridge, mainly in connexion with the trains on the Underground Electric Tube Railways to the East of Hammersmith.

The Great Northern, Piccadilly, and Brompton Railway which, from Hammersmith, runs East and North East to Finsbury Park, was opened early last year, and is fully nine miles long, including a branch line from Holborn to the Strand, which is nearing completion.

After the opening of the main line a difficulty arose about the name, which was too long to become popular. In the case of the Baker Street

and Waterloo Railway which, North, runs on to Paddington (Great Western) and, South, to the Elephant and Castle, the onomatological difficulty was promptly settled by the London travelling public contracting the title into the now familiar appellation: "Bakerloo Line", and lately this has been "officially" adopted.

With the Great Northern Tube Railway to Hammersmith a similar contraction was not possible without raising other difficulties of misapprehension. Various fanciful combinations were proposed, and the best solution of the problem was the name "Piccadilly Tube". I see that the Management of the Underground Electric Railways Company has at last adopted that title.

In the case of the Charing Cross, Euston, and Hampstead Railway, there was obviously no such difficulty with a popular name as a substitute for a too lengthy one. The "Hampstead Tube" was, from the beginning, the plainly indicated one, as it could not lead to any misunderstanding, anywhere. So that title has been chosen, forthwith.

For the rest, the new Tube Railway which, running from Charing Cross in a North Westerly direction, forks at Camden Town, one line continuing to Highgate the other one to Golder's Green—where the new Crematorium, recently described by me, is situated—is only eight miles long, therefore somewhat shorter than the "Piccadilly Tube".

Some further and very interesting particulars about the new line, and the "free travel" experiment, above referred to, have been furnished by Mr. Gott, the passenger agent for the London Underground Railways, in an interview with a Press representative. "We thought of it originally," he said, "in connexion with the opening of the Piccadilly and Brompton tube, but decided to try it on the Charing Cross, Euston, and Hampstead line instead. We expect quite 200,000 people, and that is as many as we shall be able to carry in the time."

"It is usual for our railways to be worked in two shifts, but on the opening day we shall only run from noon to nine o'clock. We are shutting down at nine o'clock because we are afraid that the rush from the theatres if we ran later would swamp us and perhaps lead to harm. But for the time we are to be open we shall have available every man on both shifts and all our carriages, so that we can run long trains and more frequently than when normally working."

"We shall take care that there is no excessive crushing, and that there is no danger to the public. Should the numbers become unmanageable they will have to wait their turn. We carried 60,000 at the opening of the Piccadilly line and are certain that the fact that they can ride free will bring at least three times the number."

"The notion is to advertise the line, to let people see what a good service it is and how easily some of the most beautiful parts of North London, hitherto difficult of access, can be reached. Hampstead and Highgate are cases in point. Our station at Hampstead is the deepest in the world—185 ft.—and between Golder's Hill and Hampstead is the longest run on any tube railway—namely, one mile and a half. The average run between stations on tubes is half a mile."

In its "longest run", the "Hampstead Tube" will have a decided advantage over the existing London Tube Railways. On all of them, indeed, there are too many stations, consequently the runs are too short. This is particularly the case on the Central London Underground, from Shepherd's Bush to the Bank, the oldest Tube Railway of the Metropolis. But apart from this, every new Tube Railway opened possesses certain advantages over its predecessors, the consequence, of course, of experience gained. For it must not be forgotten that the whole Tube Railways system in London is still a huge experiment, and a recent one at that.

ABYSSINIAN EXPANSION.

Letters reaching Rome from North-Eastern Africa make reference to the imminence of an Abyssinian raid into the territories lying between Ethiopia and Somaliland. Two columns are said to be already on the march—one towards Arusi and the other towards Ogaden. The Degiac Lull Seghed is believed to be at the head of the enterprise, in which he is not by any means without past experience. Two years ago Seghed was placed by Menelik over the Arusi country, which is a border region of which the boundaries and the sovereignty have never been clearly established. From Arusi Seghed sought to introduce his men under specious pretexts into districts claimed by British authority, and had to be repelled by armed force. The Italians he induced to receive him and his party as refugees, until representations from the British side led to his expulsion. He is credited with meditating another effort to win these regions for Abyssinia.

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LOCAL.

For the past 48 hours the air in Dresden has resounded with snorts and bangs and hoots, and Prager Strasse has been full of individuals in motor caps, so full indeed that one is inclined to suspect that some of them will not take any part in the Herkomer Contest save perhaps as spectators of the start. It may be of interest to our readers to repeat the itinerary of the competition which started at 6 o'clock this morning.

The Herkomer Contest proper lasts 7 days, and the cars have to travel some 1,818 kilometers. The first day's run is from Dresden to Eisenach, a distance of 358 kilometers. Tomorrow the route lies through Thuringia, and many a steep mountain path must be traversed ere the second halting place is reached, Mannheim; the day's run being 337 kilometers. From Mannheim, the cars go almost due South through the Black Forest and along the shores of Lake Constance to Lindau, 357 kilometers. From Lindau they go East, turning North again at Kempten and on to Munich, 221 kilometers. After a day's festivities there the cars go South as far as Partenkirchen, away down on the Austrian frontiers, and then turning round go due North again via Landsberg to Augsburg, 222 kilometers. The last day's run takes the competitors past Rothenburg on the Tauber, and picturesque Würzburg, through the Spessart mountains to Frankfurt on the Maine, 321 kilometers.

While the cars have no hill to encounter equalling the difficulties of the Zirler Berg near Innsbruck which defeated several cars last year, they have to surmount the Kniebis pass in the Black Forest, no light task.

There are three special competitions down for decision. In Munich the cars are to be inspected and a prize awarded to the one with the handsomest exterior. On June 8th a speed contest takes place in the Forstenrieder Park, close to Munich, the course being 5 kilometers long. On the 10th of June takes place the hill-climbing competition on the Kesselberg, between Kochel and Urfeld. The hill is not very long, but steep and winding with sharp curves it will tax the dexterity of the steerer to the utmost. During this competition each car is to carry four persons.

The roads in Saxony are for the most part good, but through Thuringia they are exceedingly narrow and bad. The next four stages are all through hilly country and it is only with the last stage that the motorists will meet with the ideal, broad main roads.

The first day of this year's *Concours hippique* passed off with great success. All the leaders of Dresden society had assembled to witness the competitions, and the grand stands presented a brilliant appearance when at 5 p. m. H. M. the King and H. R. H. Princess Johann Georg arrived. The Princess took her seat in the Royal Box, but the King entered the ring and watched the proceedings from there. There were competitions for ridden horses, and horses driven in single harness, tandem, pair-wise and four-in-hand. The day's programme ended with a jumping competition, the obstacles including a wall, a hedge and ditch, and a double hurdle. Prince Schönburg-Waldenburg's brown mare *Hojotoko* ridden by Lieut. Graf v. Schmettow made no mistakes and was awarded first prize. Not the least interesting feature of the proceedings was a parade of carriages from the Royal Mews, led by a coach drawn by four magnificent Hungarian chestnuts driven by H. E. Oberstallmeister v. Haugk. The harness and appointments generally of the numerous vehicles were exceedingly handsome.

In spite of the somewhat unfavourable weather, a bright morning being followed by a gloomy and threatening afternoon, a very large number of people assembled in the Horse Show grounds to witness the second day's proceedings. All the seats in the Grand Stand had been sold out early in the afternoon. The competitions included trick-driving with tandems and four-in-hands, and a high jump for horses, the obstacle to be cleared being a wall which was gradually built up until it reached a height which not even a Grand National jumper would have disdained.

His Majesty the King arrived early on the scene, and spent most of the afternoon with the Judges in the ring, while in the Royal box were T. R. H. the Prince and Princess Johann Georg and H. R. H. Princess Mathilde. The great event of the afternoon, and the most eagerly awaited, was a *Blumen Corso*; and a couple of score of tastefully decorated carriages, drawn by well-groomed horses and in

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some cases driven by fair women, evoked much admiration. The procession was headed by His Majesty the King who, with his two little daughters, drove in a Victoria charmingly decorated with pink and white roses and drawn by four magnificent bays. Where all the carriages looked so well, it would perhaps be invidious to particularise; but one or two call for special notice, notably a Victoria most effectively adorned with Marshal Niel roses and Parma violets, and a dog-cart which was surmounted by a most artistic and graceful canopy of red and yellow Japanese poppies; it belonged to and was driven by Mrs. McBride and was awarded the *Ehrenpreis*. Other effective displays were, a Victoria with masses of purple clematis, and two dog-carts—one decorated with scarlet poppies, the other with yellow clematis.

At the conclusion of the parade, the be-flowered carriages drove through the Grosser Garten, where large crowds lined the roads, anxious to see the procession.

In anticipation of the unveiling of the Mozart monument which has been erected on the Bürgerwiese, a Matinée will be held in the *Music Salon of Professor Bertrand Roth*, Kaitzer Strasse 13, on Sunday next the 9th instant, beginning punctually at 11.30 a. m. The programme comprises: a Prologue spoken by Fräulein Margarete Roth; a Sonata in D for two pianofortes, played by Fräulein Johanna Thamm and Herr Professor Roth; Songs—(a) "Unglückliche Liebe", (b) "An Chloe", (c) "Un moto di gioia"—sung by Frau Erika Wedekind, accompanied by Herr Professor Roth; a Quartet in G-minor for pianoforte, violin, viola, and violoncello, by Herren Professor Roth, Gompertz, Wilhelm and Smith.

Frau Rappoldi-Kahrer, the well-known pianiste and teacher, is returning to the scene of her former labours, the Royal Conservatorium in Dresden, and will take up her duties on the 1st of September next. Frau Rappoldi has lately made a very successful concert tour in Denmark, as to which the *Vort Land* writes: "Frau Rappoldi again showed herself an incomparable pianiste, in the performance of her gigantic programme. She is completely mistress of all styles; her interpretations are distinguished by traits of genius. She makes a commanding impression, not only by her masculine strength but also by the delicacy and carefully executed details of her artistic playing."

In the *Fundamt* of the *Königliche Polizeidirektion*, Schiess Gasse 7, found articles—such as jewellery, gold or notes, purses, umbrellas, sticks, coats, clothing, bunches of keys &c.—which have been lost in the streets or squares or left in droschkes, and been given up, are kept.

The public are hereby informed of the arrangements of the *Fundamt*, and in particular that it is advisable to enquire for lost articles frequently within twelve months after the loss.

Finders of articles are reminded that they are compelled by law to give immediate notice of the finding of any article of the value of from three marks upwards, at the *Fundamt* or at the office of the Police district in which the finder resides.

It is urgently recommended that the loser of an article should make enquiry at the *Fundamt* personally, and not by a deputy who is insufficiently and perhaps not at all acquainted with the lost property.

Special lost property offices are established: for the tram-lines at Georg Platz 5; for the omnibuses at Werder Strasse 35 and at the Hauptbahnhof.

The guards in the city today are furnished by the Schützen Regiment No. 108. The band plays about 12.30 p. m. in the Neustadt.

ROYAL OPERA HOUSE.

This evening, beginning at 7.30, ending after 10

Sizilianische Bauernheire.
 (Cavalleria rusticana.)

Opera in one Act. Music by Pietro Mascagni.

Cast:

Santuzza, a young country-woman Frau v. Falken a. G.
 Turiddu, a young peasant Herr Jäger.
 Lucia, his mother Fräul. Schäfer.
 Alfio, a waggoner Herr Plaschke.
 Lola, his wife Frau Nast.

PLOT. Turiddu a Sicilian on return from military service finds his former sweetheart Lola engaged to the rich Alfio. He consoles himself with Santuzza who adores him. Lola flirts with Turiddu, rousing Santuzza's jealousy. She appeals to Turiddu in vain and then denounces him and Lola to Alfio, who after challenging him to a duel in the Sicilian fashion by biting his ear, kills him. Santuzza falls fainting to the ground.
 Composer: Pietro Mascagni, born 1858.

Der Bajazzo.

Drama in two Acts with Prologue. Book and Music by Leoncavallo.

Cast:

Canio, Leader of a village Comedy troupe (Bajazzo) Herr Burrian.
 Nedda, his wife (Colombine) Frau Wedekind.
 Tonio, comedian (Taddeo) Herr Höpfl.
 Beppo, comedian (Harlekin) Herr Rüdiger.
 Silvio, a young peasant Herr Kiess.
 Two country-people (Herr Erl.
 (Herr Büssel).

PLOT. Canio, head of a band of travelling actors, is very jealous of his wife Nedda. Nedda repulses Tonio the fool, and meets her lover Silvio, a peasant. Tonio fetches Canio, but he is too late to see Silvio's face; he is about to stab Nedda, but Beppo the harlequin intervenes. The actors give their little play to the villagers. Nedda is supping with her lover, when Taddeo (Tonio) announces the approach of her husband Bajazzo (Canio). Nedda who is only acting, refuses to tell the name of the man who supped with her, but Canio grows more and more serious and finally, in a fit of passion, stabs Nedda; and hearing Silvio's name on his dying wife's lips he kills him too, when he rushes up.
 Composer: Leoncavallo, born 1859.
 (See "The Standard-Operaglas" by Charles Annesley; for sale at Carl Tittmann's bookshop, Prager Strasse 19, price 3.4/80 3.)

Tomorrow, Thursday, at 7.30 p. m.
La Traviata. (Violetta.)

ROYAL THEATRE.
NEUSTADT.

This evening, beginning at 7.30, ending 10

Der Veilchenfresser.

Lustspiel in vier Akten von G. von Moser.

Cast:

Oberst von Rembach, Commandant
 einer Festung Herr Müller.
 Valesca, dessen Tochter Fräul. Verden.
 Sophie von Wildenheim, Witwe Frau Basté.
 Frau von Berndt Fräul. Diacono.
 Victor von Berndt, Husarenoffizier,
 ihr Neffe Herr Wierth.
 Reinhardt von Feld, Referendarius Herr Gebühr.
 Frau von Belling Frau Firlé.
 Herr von Golewsky Herr René.
 Herr von Schlegel Herr Carstens.
 Herr von Dorn Herr Walther.
 Johann, Diener } bei Frau } (Herr Tauden.
 Minna, Kammerjungfer } von Berndt } Fräul. Schendler.
 Diener des Obersten Herr Höhner.
 Diener bei Frau von Wildenheim Herr v. Strauwitz.
 Peter, Husar, Victor's Bursche Herr Tiller.
 Erster } Unteroffizier (Herr Fischer.
 Zweiter } (Herr Ricken.
 Freiwillige (Herr Melzer.
 (Herr Richter II.

Tomorrow, Thursday, at 7 p. m.
Maria Stuart.

REPertoire OF THE ROYAL THEATRES FOR THE WEEK.

OPERA HOUSE.

Friday: Siegfried. 6 p. m.
 Saturday: Fidelio. 7.30 p. m.
 Sunday, June 9th: Zar und Zimmermann. 7.30 p. m.
 Monday, June 10th: Oberon. 7 p. m.

SCHAUSPIELHAUS.

Friday: Weh dem, der lügt. 7.30 p. m.
 Saturday: Der Biberpelz. 7.30 p. m.
 Sunday, June 9th: Die Jungfrau von Orleans. 7 p. m.
 Monday, June 10th: Heimat. 7.30 p. m.

RESIDENZ THEATRE.

This evening, at 7.30 p. m.
Doppelehe.

ROYAL BELVEDERE

Grand Concert Daily

by the Royal Belvedere Orchestra, under the direction of Herr Kapellmeister 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.

Swedish Gymnastics for ladies and children.

Rosa Bachmann, Rietschel

Hygienic Gymnasium
in the Swedish style.
Strasse 25.

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Portraits on ivory from life
or photograph. H. M. Mst.
Studio Helmholtz Strasse 2. I.

Wald Villa, in the Kirnitzschtal, Schandau.

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small family, from 4 marks a day upwards.
Beautiful situation in the woods.—Electric tram.

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Classes in English, Arithmetic, Mathematics, German, French and Latin.

A small number of resident pupils taken. German and French resident governesses.

Private instruction if desired.

Miss Virgin, Schnorr Strasse 80 (Villa).

Frau Professor RAU, Reichenbach Str. 4, II. offers a comfortable home to a few ladies wishing to learn German.

Leschetitzky Method. Mrs. Potter-Frissell, certified Teacher, receives advanced pupils and prepares for advanced work. Nürnberger Strasse 54 pt.

WORCESTER HOUSE SCHOOL

preparatory for Schools and Universities.

Thorough English education.

Instruction in English or German.

Boarders received.

Private instruction if desired.

H. VIRGIN, M. A. Oxford. Gutzkow Strasse 19.

Refreshing temperance beverages.

"Aachener Sebastian Sprudel" 13 pf. a bottle excl.

"Apfelsinenperle" (a genuine orange drink) 20 pf. "

"Vino" II" (a genuine grape drink) 25 pf. "

Dr. Körner and Krause, Reichs Str. 22. Tel. 7711.

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Pension LE RICHE

Nürnberger Platz 3, II.

First-class Family Pension.

Excellent situation. Splendid board.

Pension Unity, Lüttichau Strasse 26, I. Highly recommended.

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ALL SAINTS' (ENGLISH) CHURCH.

Wednesday, June 5th. 11.0 a.m. Matins and Litany.

Friday, June 7th. 11.0 a.m. Matins and Litany.

Chaplain: The Rev. C. A. Moore, M. A., B. C. L.
Hon. assistant Chaplain: The Rev. M. S. Farmer, M. A.

PRESBYTERIAN CHURCH,

Bernhard Strasse 2, at corner of Bismarck Strasse and Winkelmann Strasse.—Services every Sunday at 11.0 a.m. Communion on the first Sunday of the month.—The Rev. J. Davis Bowden, Minister, Bernhard Strasse 2, I.

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FIRST CLASS, situated on the Bismarck Square, the healthiest and finest part of Dresden.

Highly recommended by English and American Families. Real English Home comfort. LIFT ELECTRIC LIGHT. MODERATE TERMS. PENSION.

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(SAXON SWITZERLAND.)	150 ROOMS.

BERLIN. Unter den Linden, 17-18. BERLIN.

Hotel Westminster

QUIET. FIRST CLASS HOTEL. SELECT.

Rooms from 3.50 marks upward. Lift. Favourable Terms for Board. Electric Light.

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Baths — Splendid Restaurant and Drawing Rooms. — Lift.

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Modern, distinguished, first class Hotel managed by the Proprietor Mr. Kopp.

By appointment to H. I. H. the Archduke Franz Ferdinand.

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Season from the 1st of May to the 30th of September

30,000 Visitors, 90,000 Tourists.

Prospectus gratis from the Bürgermeisteramt.

Marienbad. Park Hotel Waldmühle.

First class, splendid position in the midst of its own park.

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Temporary Residence of H. M. King Edward VII.

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Wenzelsplatz. First Class. The only new house in the town, with every comfort possible at low charges. Mostly frequented by English and Americans. 130 Rooms and Salons (fireproof). Fitted up with Electricity, Lifts, Steam Heating, Telephone &c. Grand Café a speciality. Centre of the town. Close to the Royal Museum. 6 minutes to the Station. English spoken. Cook's Coupons accepted. W. Hauner, Prop.

Prospectus gratis from the Bürgermeisteramt.

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LATEST TELEGRAMS.

Marseilles, June 4. The Compagnie Transatlantique Générale has informed its officers who have joined the strike that it regards them as struck off its lists, because they left the ships and thereby broke their contracts. In consequence of this decision the Committee of Registered Seamen instructed the delegates now in Paris to break off the negotiations.

DEATH FOR A KISS.

Life seems a high price for a kiss, even when it has been obtained by way of theft. It has just been paid at Bobbeate, near Varese, by a property owner named Ghiringhelli, a man 60 years old, who committed suicide rather than face an accusation of having kissed a young woman of 18. The old man had been assaulted and severely maltreated by some young men who, when prosecuted, advanced this charge as a plea in defence. There is grave doubt as to its truth. Anyway, poor Ghiringhelli wrote a letter to his old wife and grown-up sons, and, going to an outbuilding, hanged himself, his body being found by his wife, who almost went mad at the spectacle.

LATEST ARRIVALS IN DRESDEN

up to the 4th of June 1907.

Mrs. Horwitz, New York, H. Austria.
Mr. I. Riegelmann, New York, H. Bellevue.
Mr. and Mrs. W. J. Finlayson, Boston, H. Bellevue.
Mr. S. M. Buys, New York, H. Bellevue.
Miss J. Hartcup, Flixton, H. Bellevue.
Miss L. Hartcup, Flixton, H. Bellevue.
Mr. G. C. Schneider, Chicago, H. Bellevue.
Mr. S. Woolner, and family, Pretoria, H. Bellevue.
Mr. L. Herzog, and family, New York, H. Bellevue.
Mr. K. Drucklieb, New York, H. Bellevue.
Mr. H. L. Drucklieb, New York, H. Bellevue.
Mr. S. Porter, New York, H. Bellevue.
Miss G. C. Curtius, New York, H. Bellevue.
Mr. J. Semir, Boston, H. Europäischer Hof.
Mr. H. Rutter, London, H. Europäischer Hof.
Mr. E. C. Schoosmith, Lewes, H. Europäischer Hof.
Mr. and Mrs. H. H. Meyer, New York, H. Europ. Hof.
Mr. C. Hardy, Nottingham, H. Europäischer Hof.
Mr. B. Christian, London, H. Europäischer Hof.
Mr. F. H. Farthing, London, H. Europäischer Hof.
Mr. S. J. Pryor, London, H. Europäischer Hof.
Mr. T. H. Parkin, Sheffield, H. Europäischer Hof.
Mr. J. Derry, Sheffield, H. Europäischer Hof.
Mr. J. Ellerthorpe, London, H. Europäischer Hof.
Mr. W. M. Thompson, London, H. Europäischer Hof.
Mr. W. T. Stead, London, H. Europäischer Hof.
Mr. W. A. Locker, Dublin, H. Europäischer Hof.
Mr. F. J. Higginbottom, London, H. Europäischer Hof.
Mr. J. S. R. Phillips, Leeds, H. Europäischer Hof.
Mr. D. C. Murray, London, H. Europäischer Hof.
Mr. H. Sidebotham, Manchester, H. Europäischer Hof.
Mr. H. Wetherell, Liverpool, H. Europäischer Hof.
Mr. A. Hunter, London, H. Europäischer Hof.
Mr. P. Keary, London, H. Europäischer Hof.
Mr. L. Wolf, London, H. Europäischer Hof.
Mr. C. Shorter, London, H. Europäischer Hof.
Mr. B. Western, Plymouth, H. Europäischer Hof.
Mr. P. Hard, London, H. Europäischer Hof.
Mr. H. Jones, London, H. Europäischer Hof.
Mr. A. Gardiner, London, H. Europäischer Hof.
Mr. J. Spender, London, H. Europäischer Hof.
Mr. F. Dickinson, London, H. Europäischer Hof.
Mr. A. Geoghegan, Edinburgh, H. Europäischer Hof.
Mr. J. Edmondson, Manchester, H. Europäischer Hof.
Mr. F. Bybes, Bradford, H. Europäischer Hof.
Mr. W. Bunting, London, H. Europäischer Hof.
Mr. F. Wilson, London, H. Europäischer Hof.
Mr. C. Martin, Dundee, H. Europäischer Hof.
Mr. W. Brimelow, Bolton, H. Europäischer Hof.
Mr. W. Hadley, Rochdale, H. Europäischer Hof.
Mr. H. Read, Cardiff, H. Europäischer Hof.
Mr. W. Macbray, Liverpool, H. Europäischer Hof.
Mr. J. Mac Grath, Dublin, H. Europäischer Hof.
Mr. J. Lumsden, Leeds, H. Europäischer Hof.
Mr. J. Duclan, Chicago, H. Europäischer Hof.
Countess Onslow, London, H. Europäischer Hof.
Mr. A. Craney, Berlin, H. Europäischer Hof.
Mr. J. Giesler, London, H. Europäischer Hof.
Mrs. R. Hawkhurst, New York, H. Europäischer Hof.
Mr. L. Bullet, London, H. Europäischer Hof.
Mr. W. Corbin, New York, H. Europäischer Hof.
Mr. A. Higgins, New York, H. New York.
Mr. K. Posner, New York, H. New York.
Mr. J. Collier, New York, H. New York.
Mr. R. Grandville, Paris, H. New York.
Miss K. Meredith, New York, H. du Nord.
Miss A. C. Stoddard, New Brunswick, P. v. Oertzen-Boltenstern.
Miss A. Merriam, Omaha, P. Unity.
Miss N. Merriam, Omaha, P. Unity.
Mr. G. Greiner, London, H. Weber.
Mr. and Mrs. W. Eddy, Boston, H. Weber.
Miss E. Eddy, Boston, H. Weber.
Mr. and Mrs. R. Reuter, London, H. Weber.
Mr. C. Campbell, Sacramento, H. Weber.
Mr. R. Fisher, San Francisco, H. Weber.
Mr. and Mrs. O. Tragtow, New York, H. Weber.

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Minister Resident: The Viscount Gough.

THE BRITISH CONSULATE: Altmarkt 16.

British Consul: H. Palmis, Esq.

THE AMERICAN CONSULATE GENERAL: Ammon Strasse 2, p.

American Consul General: T. St. John Gaffney, Esq.

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