

the railways out of their difficulties. The public, he said, will clamour for the laying of new lines and the increase of rolling stock. The railways will reply that they can do nothing because their credit is undermined. The Government will then be obliged to step in and lend its credit in order that the necessary means may be provided. The situation then may lead to the Government becoming the owner of the railways. Mr. Hill further declared that the business of the United States had outgrown the capacity of the railways, but that the railways are not in a position to place themselves again at the top. When producers can no longer get their goods forwarded they will have to cease producing them. Mr. Hill then described in detail the difficulties which the railways had in finding money.

NEWS FROM FRANCE.

THE CRISIS IN THE WINE TRADE.

Up to midday on Thursday the municipal authorities of 149 of the 1,320 municipalities in the four Departments affected by the crisis in the wine trade, had officially announced their resignation.

In Narbonne the public roads, water and lighting officials are still continuing to work, but in all other branches of the municipal administration work is at a standstill.

In 71 out of the 72 municipalities of the Narbonne arrondissement the municipal authorities have resigned.

M. Clémenceau, in a letter to the mayors of the municipalities who have resigned, has refused to accept these resignations which are not justified by the attitude of the Government but are directed against the parliamentary regime. He alludes to the measures taken by the Government and points out the disastrous consequences which will follow these resignations. He appeals to the mayor's sense of duty and to their patriotism in order to induce them to withdraw their resignations. He concludes by stating that the Government is resolved to retain the power in its own hands.

It is announced from Montpellier that General Bailloud is exercising the strictest surveillance over the garrisons of Montpellier and Narbonne. Officers and men are not allowed to leave the barracks, a measure adopted to prevent their meeting with excited friends and acquaintances. For the present no military exercises will take place outside the barracks.

According to the *Echo de Paris* garrisons are to be transferred wholesale in the five southern departments.

At Thursday's meeting of the Cabinet, the War Minister, General Picquart, announced that he was expecting the report of the enquiry into the incident at the barracks of the 100th Infantry Regiment in Narbonne. The regiment, which was proceeding to the camp at Larzac for the prescribed ball practice and training, had left Narbonne by train without incident. General Picquart alluded to inaccurate statements in various journals concerning alleged serious occurrences in several regiments. He also reported the resignation of officers by various municipal authorities and the efforts of landed proprietors in several places to hinder the work of the re-mount commission; legal proceedings would be taken against them.

The Minister of Justice, M. Guyot Dessaigne, stated that a legal enquiry would be made into the Montpellier incident of last Sunday when a lieutenant of Gendarmerie and two soldiers were wounded.

FRANCE AND MOROCCO.

The Foreign Minister, M. Pichon, at the meeting of the Cabinet Council read a telegraphic report of the French Minister in Tangier, M. Regnault. The report states that the Maghzen in a completely satisfactory letter confirms the answers given already to French complaints, and it especially renews its consent to the French demand relating to the organisation. The assurance was given that the Sultan intended to travel South without delay to bring about a condition of affairs that would enable France to receive all the satisfaction promised her.

ROYAL VISITORS.

Their Majesties the King and Queen of Denmark left Portsmouth on Thursday in the Royal yacht for Cherbourg, whether President Fallières with the Prime Minister and Minister of Marine had repaired to welcome them.

DISASTROUS FIRE AT ELRICH.

The church of St. John at Elrich, near Nordhausen, was completely gutted by fire on Thursday. The twin towers of the building collapsed, one falling on the roof of the sacristan's house which caught fire. The church bells and organ were completely destroyed. Five bells, the gift of the Emperor William I., were made of the metal of captured cannons. For a long time the whole town was in danger.

ACCIDENT IN THE HAMBURG ZOO.

Herr Hagenbeck and an animal keeper were both injured in the Hagenbeck Zoo on Thursday afternoon. The keeper was showing Herr Hagen-

beck a sick tiger, when he slipped and the animal sprang on him.

Herr Hagenbeck, who went to his assistance, was also knocked down and betten in the back of the head, but his wounds do not appear to be dangerous. The keeper was very badly bitten in the arm. In the end the tiger was driven off with whips.

NEWS FROM RUSSIA.

THE TERRORIST MOVEMENT.

A band of 8 to 10 criminals attacked a pawnshop on Wednesday in St. Petersburg. Ten officials and fifteen private persons were in the establishment. The robbers, crying "hands up", threatened them with Browning pistols and stole 1,700 roubles. One person who refused to give up 15 roubles that had been lent him was shot on the spot. The band fled when their victims cried for help, and divided into two groups. A servant, who followed them, seized one miscreant, but was severely wounded by another. Two passers-by were also wounded by the robbers who fired blindly in all directions; a watchman of the Nobel works was killed by a shot in the stomach. A policeman, who was wounded, killed one of the robbers; another robber was captured. In the end five more were arrested. Two robbers, both of them boys of 18, and four other persons were killed.

The local military commander at Shadrinsk has been killed by a workman, who, on being arrested, admitted that he had committed the murder from political motives.

THE SITUATION IN MOROCCO.

The *Times* learns from Tangier that letters from Marakesh report that after a period of comparative quiet adherents of the most important tribes of the South have assembled in large numbers outside the town and are awaiting reinforcements from other tribes. Great unrest prevails in the town. The intentions of the tribes are unknown, as they have made no demands. Since the negotiations between the Sultan and Raisuli have come to nought, the War Minister, who is at present in Tangier, has been instructed to resume hostilities against the tribes protecting Raisuli.

It is further reported from Marakesh that the Behannas tribe has resumed its agitation and demands the expulsion of Europeans. Several Englishmen who left Marakesh a month ago, have returned thither.

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THE TAUNUS MOTOR RACE.

The following 39 cars started in the race for the Emperor's cup: 3 Opels; 3 Fiats; 3 Mercedes; 2 Minervas; 2 Pipes; 2 Eisenachs; 3 Italas; 1 Dürkopp; 1 Benz; 2 de Dietrichs; 2 Darracqs; 1 Protos; 1 Adler; 2 Gobron-Brillié's; 2 Martinis; 2 Bianchis; 1 Mercedes-Daimler; 1 Metallurgique; 1 Piedboeuf-Imperia; 1 Vinot; 1 Isotta Fraschini; 1 Daimler; 1 N. A. G.

The weather was cool but clear, and the track had dried considerably during the night. The tribunes filled rapidly. At 5.45, Prince and Princess Henry of Prussia, the Grand Duke and Grand Duchess of Hesse and other distinguished persons took their seats in the Royal box. At 6.15 the Emperor arrived with his suite. He greeted those present and then turned his attention to the racing which was just beginning. The first car, an Opel, did the first round in 87.17 minutes. One of the Darracqs gave up.

In the accident to the Adler car the day before, the driver Göbel, as already announced, was killed, while the mechanic broke both his legs.

The Emperor and the Princely personages staying at Kloster Thron watched the race from the Royal box, on the outer balustrade of which the prices were set out.

The three best results in the first round are officially stated thus: a Fiat in 83.50 minutes; another Fiat in 83.57 minutes; a Pipe in 87.14 minutes.

The first two rounds were covered by a Pipe car in 168.16 minutes; by another Pipe in 168.48 minutes; and by a Fiat in 169.43 minutes.

The machinery of Minerva, car broke down, and the car lies at Saalburg. The third round was completed by the first car a Pipe in 255.46 minutes from the start.

The winning car in the race was a Fiat in 334.26 minutes; a Pipe came in second, in 339.10 minutes; the best performance of the German cars was by an Opel in 339.49 minutes.

THE HERKOMER CONTEST.

The official list of the winners of this year's Herkomer contest has now been issued.

The first prize goes to Herr Edgar Ladenburg's Benz, the second to Herr Aschoff's Metallurgique, the third to Herr Opel's Opel, the fourth to Herr Weingand's Mercedes, the fifth to Herr Neumaier's

Benz, the sixth to Herr Schmierer's Adler, the seventh to Herr Benz's Benz.

In the speed contests in Forstenrieder Park Herr Weingand's Mercedes was first, Herr Ladenburg's Benz second, and Herr Opel's Opel third.

In the hill-climbing competition Herr Aschoff's Metallurgique was first, Herr Spitzner's Benz second and Herr Schürman's Dixi third.

In the competition for cars with the best appearances the first prize was allotted to Herr Gütchow's Mercedes, the second to Herr v. Baruch's Gobron-Brillié, the third to Herr Mühlberg's Benz and the fourth to Herr Lehmann's Itala.

JAPAN AND THE U. S. A.

It is impossible not to feel some uneasiness at the friction which undoubtedly exists between the United States and Japan. For although the action complained of by the Japanese is confined to one particular State of the Union, it is to the Federal Government that the Mikado's advisers look for reparation and satisfaction. Advices on the matter from America differ materially; at one moment we learn that the questions at issue are certain of immediate and satisfactory solution, at another that fresh anti-Japanese incidents have occurred on the Pacific slope, which have further increased the resentment that undoubtedly exists in Tokio. It is significant that the matter has been allowed to become a party one in the Japanese capital, and the Progressive party in Japan is starting an agitation which might well have serious results, especially if its leader in the House of Peers, Viscount Tani, continues to use such ill-considered and minatory language as he is reported to have done a few days ago. There were always two dangers to be feared from Japan's emerging from her late war with such comparative success—comparative, that is, as far as results are concerned—the one, that flushed with victory, Japan might suffer from "swelled head", the other, that that craftiness or want of straight-forwardness, which is unfortunately, a characteristic of the Japanese, might embroil her with the great nation to the East of her. The real question at issue is not so much whether Japanese children are to be allowed unrestricted entry to Californian schools, for, as our American correspondent recently pointed out, the number of children affected is comparatively small, but the larger question of the removal of the restrictions on the immigration into America of Japanese cheap labour. There is unfortunately, no doubt that in California the whites regard both Chinese and Japanese alike with contempt and aversion as yellow races, much as the untravelled Englishmen was wont of yore,—and for all we know he may do so still,—to regard coal-black Nubians, swarthy Arabs, thin-faced Hindoos and cherry-cheeked Burmans as niggers. In point of culture and civilisation the Japanese are but little behind the Western races and it is to be earnestly hoped that the far-seeing President Roosevelt may induce the inhabitants of San Francisco, where corruption is rampant and "graft" apparently rules supreme, to take a more reasonable view of her neighbours across the Pacific. It has been said that should it ever come to war between the two nations it would be a case of a whale fighting an elephant. But it seems to us this view is taking too much for granted. The American navy is in a high state of efficiency and though the policy of keeping so many American war-ships in the Atlantic instead of in the Pacific seems open to question, there can be no doubt that in a naval battle with America Japan would not have the absurdly easy task she had when Admiral Kuroki sank or disabled a fleet notoriously deficient in discipline and efficiency, and which had the additional disadvantage of having come half round the world. Nor would Japan find it so simple a matter to land troops some thousand miles from their base, as it was to pour her hundreds of thousands of fatalist patriots on to the plains of Manchuria. There is one disquieting factor in the situation for Englishmen and that is the existence of an Anglo-Japanese offensive and defensive alliance. English Statesmen probably had Kiao-chow and the Indian frontier in view when they first made the alliance with Japan. The terms of the alliance have never been given to the world, so that it is impossible to say whether, in the event of a Japanese-American war, England would be called upon to side with her Eastern ally. In any case, we believe, the Government in England that suggested it would not remain in power a day. There is no idea so deep-rooted in the mind of the average Britisher, than the conviction that an Anglo-American war is a sheer impossibility, and it is probably true that in England, in spite of a prevalent conservatism, there is more real appreciation of Americans as a nation than there is regard for England in America. Should a war break out between Japan and America, we venture to doubt whether the Anglo-Japanese alliance would exist an hour longer, but none the less, there is no country which desires as ardently as England that the friction now making itself felt on both sides of the Pacific may speedily be smoothed away.

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