

The Daily Record

and THE DRESDEN DAILY.

№ 484.

DRESDEN, SATURDAY, SEPTEMBER 7, 1907.

10 PFENNIGS.

The First Daily Paper published in Germany
in English.

Office: Dresden, Strasse Steube 52
Telephone: 1755.

Subscription for Dresden and the whole of
Germany and Austria:
1 mark a month.

ROYAL TOURISTS.

The Empress Dowager of Russia on board her yacht "Polar Star" and Queen Alexandra of England on board the "Victoria and Albert" left Christiania in company on Thursday afternoon for Copenhagen.

THE ANGLO-RUSSIAN AGREEMENT.

Reuter reports from London that the contents of the Anglo-Russian agreement would not be published for some time, as several details remain to be settled, and the document still requires the signatures of the sovereigns.

THE RUSSIAN FOREIGN MINISTER.

AUDIENCE BY KING EDWARD.

The Russian Minister of Foreign Affairs, M. Iswolsky, left Karlsbad on Thursday for Marienbad where he was received in audience by King Edward, who then invited him to luncheon.

FAMINE IN IRELAND.

Reports from the West of Ireland say that the potato harvest is a very bad one and that a severe famine is feared. A lack of fuel is also probable.

WIRELESS TELEGRAPHY IN GREAT BRITAIN.

The report of the Select Committee appointed to consider the Radiotelegraphic Convention signed in Berlin, on November 3, 1906, and to report what, from the point of view of national and public interests, would in their opinion be the effect of the adherence or non-adherence of Great Britain to the Convention, was issued as a Blue Book last Wednesday. The only evidence given in favour of rejection was that of Mr. Hall, general manager of the Marconi Company, Professor Fleming, scientific adviser to the Marconi Company, Mr. Henniker Heaton, and Mr. Marconi. No evidence was given in favour of postponement, as distinguished from non-ratification.

It appears to the Committee, therefore, that from the point of view of national and public interests rejection presents serious drawbacks, and that postponement is even less defensible. The advantages attending ratification are then enumerated, and the report proceeds that the effect of the Convention, if adhered to by Great Britain, would be directly to encourage the erection of stations at suitable points in British territory, and the general development of the use of wireless telegraphy in the British Mercantile Marine, thus providing a widely extended system over which the Admiralty would have control in time of emergency. The Committee report that in their opinion the effect of the adherence of Great Britain to the Convention would be advantageous to national and public interests, and that its non-adherence would be detrimental to those interests. The Committee further recommend that if it is decided to ratify, the Government should endeavour to arrange for simultaneous ratification by the principal countries who composed the Conference. This would prevent the necessity for exceptional and provisional arrangements in the contingency of other countries not ratifying, and would be in accord with the spirit of international amity, which marked the proceedings of the Conference. The minutes of evidence are also published.

YACHT CRASHED INTO AT NIGHT.

A LORD'S ESCAPE.

In a collision on the river off Hythe Pier, Southampton, shortly before midnight on Tuesday, the steam yacht "Eros", belonging to Mr. R.P. Houston, M. P., was completely wrecked by the steam collier

Extensive choice of
hand-made

Saxon Damask
Table-
Bed-

Ladies' and Gentlemen's

LINEN

Joseph Meyer

(au petit Bazar)

Neumarkt 13, opposite the Frauenkirche.

OTTO MAYER

Photographer

38 Prager Strasse 38

Tel. 446.

By appointment to T. M. the King of Saxony
and the Emperor of Austria.

Superb artistic work.

Moderate terms.

MORITZ HARTUNG

19 Waisenhaus Strasse 19.

Speciality: Novelties in all articles for
ladies' dresses.

Novelties daily in trimmings, laces, ruffles, boas, veils, ladies' belts, gloves, écharpes, fichus &c.

All articles for sewing and dressmaking.

Finest handpainted Dresden China

A. E. Stephan 4, Reichs Str. 4

Succ. to Helena Wolfohn Nachf.
Manufacturer & Exporter to
the American & English trade.



3 minutes from Hauptbahnhof.
Highest recommendations.
Most reasonable prices.

"Knightsgarth," belonging to Messrs. Rea, of Cardiff, coalowners.

The chief engineer of the "Eros" told a correspondent of the *Evening Standard* that the affair occurred in a moment.

"I was in bed and asleep," he said "when suddenly there was a sound of water rushing in, great confusion, and shouts that our yacht had been crashed into by a big steamer which was, quite unseen, making its approach to the docks.

"I dashed on deck. The yacht had been so seriously injured that she began to sink at once, and there was no possible chance of saving the property on board. Mr. Houston had been on board during the day, but had left by train. Lord Byron, his guest, had remained on the yacht, and had gone to bed, and, I believe, was fast asleep. He awoke immediately, and rushed on deck. He lost everything he had with him, and I am told he had many valuables.

"The steamer caught us right abreast of the funnel, and the crash was tremendous. The yacht heeled right over, and in five or six minutes sank. It was a miraculous escape for the crew, numbering in all thirty-two.

"So violent was the collision that one sailor was thrown out of his bunk.

"Lord Byron acted with great coolness, and saw to it that no lives were lost."

The yacht lay at anchor, about a quarter of a mile from Hythe Pier, and at the time of the accident the tide was ebbing. The "Knightsgarth" was proceeding down the waterway under easy steam, and struck the Eros on the star-board side, just forward of the engine-room, the bows of the collier cutting half-way through the yacht's hull.

The captain of the "Knightsgarth", with great presence of mind, allowed his vessel's bows to remain in the yacht until Lord Byron and the yacht's crew were safely got off. Some jumped on to the "Knightsgarth", and others got into the yacht's own launch, lying alongside.

Assistance was rendered by yacht owners in the vicinity, and Sir Thomas Lipton's Erin also gave help.

The crew of the Eros were, most of them, in bed at the time of the impact, and have lost the greater part of their belongings.

The "Knightsgarth" was not seriously damaged, and has anchored in the river.



Peters-Furs

52 Prager St.

near Main R.R. Station

the largest and finest selection.

Models 1907-8 now on Sale

Headquarters for "Royal Ermine".

Mr. Houston had left the Eros not long before the accident, and travelled to London. On hearing of the accident, he returned to Southampton. All that can now be seen of the Eros is her masts. Steps will be taken to raise her.

RATIONS FOR THE BRITISH NAVY.

The report of the Committee appointed to inquire into the question of the canteen and victualling arrangements in the King's Fleet was issued on Wednesday.

The Committee recommend that the bread ration be reduced from 1 1/2 lb. to 1 lb. per day, and that in ships fitted with bakeries soft bread should be issued every day, the present weekly Biscuit Day being abolished.

It is pointed out that hard biscuit is not a palatable substitute for bread except in absolutely the last resource, and it is recommended that the biscuit ration be 1/2 lb. instead of 1 1/4 lb., and that a new type of biscuit be provided, the present article being thoroughly unpopular.

It is proposed to reduce the present ration of fresh meat from 3/4 lb. to 1/2 lb., which is the quantity almost universally taken up in the Fleet.

It is also recommended that in war time, or under other arduous conditions, the ration should be increased to 3/4 lb. per man. It is proposed to reduce the salt pork ration from 3/4 lb. to 1/2 lb., and preserved meat from 9 oz. to 6 oz.

As regards vegetables, it is recommended that the present allowance of 1 lb. should be retained, with fresh meat, and that provision should be made for issuing a ration of 1/2 lb. of potatoes whenever possible to accompany the salt pork or preserved dinner ration.

The sugar ration should be increased from 3 oz. to 4 oz., tea from 3/8 oz. to 1/2 oz., and fresh milk from 1/6 to 1/4 pint.

The jam ration should be reduced from 2 oz. to 1 oz.

No alteration in the present system of paying grog money is proposed, but the committee suggest, with a view to promote temperance, that the money allowed in lieu of spirit ration should be increased to 1 d. per ration in the case of temperance men.

The committee, referring to ships' canteens, say that these make too great a demand on the time of officers and men, who can be ill spared from their duties, and open the door to serious irregularities among the lower deck ratings who are connected with the management. An improved tenant canteen system is recommended as the most suitable for the service afloat.

THE TRADES UNION CONGRESS.

Bath, September 5.

The Trades Union Congress adopted a resolution in favour of the abolition of the House of Lords, protesting at the same time against the creation of any new Peers. Another resolution against conscription and compulsory military training was passed.

Mr. Thorne, member for West Ham, South, advocated compulsory military education and the arming of all men, since that would be of great use to the workmen in their struggles.

NEWS FROM AMERICA.

THE U. S. NAVY.

New York, September 6.

The curious statement comes from Washington that in certain quarters, presumably official, the belief is entertained that the battleship squadron which is to sail for the Pacific some time in December will not return to Atlantic waters. If this means that Congress is to be asked to provide funds for the construction of another squadron for the Atlantic, there will be big trouble next Session.

The Finest Habana Cigars, English cigarettes and tobacco. L. Wolf, Prager Str. 48.