

The Daily Record

and THE DRESDEN DAILY.

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THE TONE OF CRITICISM.

Probably since Thackeray held up Penderis to the admiration of young Englishmen, there have been many ambitions whetted, many careers established, and many disappointments endured by those who are anxious to win the laurels of Literature by snatching them from the brows of the unworthy. The position of the reviewer has been, on the whole, honourable and enviable. Macaulay, following on that brusque "Quarterly" which used to be accused of having killed Keats, showed an admiring early Victorian world how a poet like Robert Montgomery may make a humourist of an historian and a butcher of an appraiser. We live in different days; yet it is time we stood on the threshold of a reaction that should render possible a twentieth-century "Dunciad". The whole trouble has arisen because Mr. Arthur Benson, mildest of philosophers and most urbane of essayists, has ventured to express in the columns of the *Tribune* his appreciation of the good manners displayed by the modern reviewer who almost universally refrains from the slightest discourtesy. In his essays Mr. Benson repeatedly speaks of his love of peace, quiet, reflection; and one sympathises readily with a frame of mind for which a murmur of gentle remonstrance is ample criticism. But, asks Mr. Cosmo Hamilton in a characteristically perky letter, is it right that this should be so? Mr. Hamilton is unnerved by the obsequiously honeyed phrases of the reviewers, and quite rightly, we think, blames a particular type of reviewer whom he saddles with the whole mischief. The fact is that reviews are too often regarded, even by the principal journals, as something inconsequent and almost negligible. Books fall into young and incompetent hands, and are dealt with as green enthusiasm or morbid knowledge suggests. Young men and young women, with the best intention in the world, continue day by day to extol nonsense and competence with superb indiscriminateness, and as an immediate result we find a steady output of trashy fiction and a steady stream of faithful readers. Meanwhile, the reading and appraising of nonsense is a task that few men of any standing in letters could be induced to undertake. The labour has grown so specialised as to require a sacrifice of time and activity from men whose abilities are too great to be altogether altruistically employed.

The public is misled, and the publishers, being neither angels nor idealists but men of business, follow the public. The circumstance suggests that, if criticism cannot be competent, there is at least more to gain from abuse than from courtesy. If in their fulminations the beardless arbiters of public taste were to exercise the indiscriminate violence of former days, one might hope for some sort of survival of the fittest; it is the sugared serenity of their method that is so misleading. The "superior person" of ten years ago is being replaced by a critic priding himself on a sympathetic or synthetic rather than on an analytical bias. A little plain speaking, where one really holds an opinion, is surely worth all these suburban amenities which after all, as Mr. Cosmo Hamilton justly remarks, savour somewhat of the counter and the shop-window.

THE GRAND DUKE OF BADEN.

A bulletin issued at 4 p. m. on Tuesday reports a slight improvement in the condition of H. R. H. the Grand Duke of Baden who appears to have gained a little strength.

Mainau, September 25.

A bulletin issued at 10 a. m. announces that throughout Tuesday and up to the time of making the report, His Royal Highness' temperature has been normal, but the heart's action continues in

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the same unsatisfactory condition as before. His Royal Highness has regained perfect consciousness. The night was a very restless one, owing to palpitation and lack of breath. It was only towards morning that restful sleep set in.

LAWLESSNESS IN INDIA.

MURDER AND RIOT.

Calcutta, September 25.

Two railway employees were attacked last night on the journey to East Bengal by a Bengalee armed with a large knife. One of the men is seriously wounded. The culprit, who is a barrister of good position, has been arrested.

Later.

A telegram from Calcutta states that at Sheipur in East Bengal a grave encounter ensued between a detachment of police and the natives. Two persons were killed and eleven wounded.

CHOLERA IN RANGOON.

Rangoon, September 25.

During the past week there have been several cases of cholera. Four deaths are reported among the Europeans.

AMERICAN NEWS.

BUBONIC PLAGUE AT SAN FRANCISCO.

San Francisco, September 24.

Forty-two cases of bubonic plague have already come under notice. There have been twenty-four deaths. Twenty-five suspected cases are under observation.

POLITICAL RIOT AT NEW YORK.

New York, September 24.

At today's preliminary elections, a fight ensued between Tammany men. Knives and revolvers played a part. The fight broke out owing to disagreement as to the choice of candidates. It is reported that fourteen persons have been wounded and a few killed.

THE RAILWAY SCANDALS.

New York, September 24.

An Official Receiver has been appointed for the New York City Railway Company. This company has the contracts for the greater part of the over-ground railways in New York.



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Chicago, September 24.

The Attorney-General has stopped the proceedings against the Chicago and Alton Railroad Company for reduction of rebates in favour of the Standard Oil Company of Indiana.

Chicago, September 25.

The chairman of the Illinois Central Railway states that the dismissal of Mr. Stuyvesant Fish was due principally to the fact that he had obtained a personal loan of 1 1/2 million dollars from the company on insufficient and unmarketable security. The directors are taking steps to enforce repayment.

A LINER COLLIDES.

Ottawa, September 25.

The liner "Mongolian" of the Allan Line had a collision in the neighbourhood of Fame Point while bound from Montreal to Liverpool. On account of the damage sustained she is to make for Quebec.

FAMINE AT SAN JUAN DE PORTO RICO.

San Juan de Porto Rico, September 24.

The failure of the crops has caused a terrible famine among the inhabitants of the island. Great numbers are in a state of extreme distress, and misery is spreading day by day. The government of the colony have addressed an appeal for immediate assistance to the authorities at Washington.

THE NEW TRANS-ATLANTIC TARIFFS.

London, September 24.

The Directors of the Cunard Line have issued the following reductions in prices, which are to come into force on November 1 for passages from East to West, and immediately for passages from West to East. For the "Lusitania" £14.10, for the "Campania" and "Lucania" 10 guineas, for the "Carmania", "Caronia", "Etruria", "Umbria", "Ivernia" and "Saxonia" £10.

Ottawa, September 24.

The Canadian-Pacific and Allan Lines have also agreed to reduce their tariffs. Their charges are, for the first class \$55 and \$45, for the second class \$45 and \$35. Higher charges will be retained for the "Empress" of the Canadian-Pacific Line and the "Virginian" and "Victorian" of the Allan Line. The Dominion Line is also making appreciable reductions. The result of this general decrease will probably be that travellers from the Central and Western States will avail themselves of the Canadian routes.

ANOTHER SUCCESSFUL AIR-SHIP ASCENT.

The *Schwäbische Merkur* learns from Friedrichshafen that Count Zeppelin's renewed ascent on Tuesday was extremely successful. At 11.45 a. m. the air-ship sailed straight from Manzell to Konstanz, along the Bodensee, and then straight back to Friedrichshafen. Here it took the direction of the Kurhaus and the Royal Palace. Finally it returned to Manzell and alighted safely. The ship sailed with great sureness and grace; the steering was accurate. It is further reported that at 1.45 p. m. the air-ship passed over Lindau and executed various movements with ease. Its speed against the wind was considerable.

INTERNATIONAL PRESS CONGRESS.

The International Press Congress was dissolved on the 24th. The next congress, which is to be at Berlin, will be held in 1908.

THE ANTWERP STRIKE.

WORK TO BE RESUMED.

September 24.

At a meeting of dock-labourers held this afternoon it was decided by a large majority to resume work on the former conditions next Thursday.

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with the provision that if the rise in wages promised by the Bürgermeister was not forthcoming, the strike should be resumed at the end of a fortnight.

THE RUSSIAN IMPERIAL YACHT "STANDART."

It is officially announced from St. Petersburg that, contrary to Press reports, the machinery and boilers of the "Standart" are intact and that the yacht will sail for Kronstadt under her own steam, to be docked.

MOROCCAN AFFAIRS.

FINANCIAL PREPARATIONS.

Tangier, September 24.

Tazi, a brother of the Minister of Finance, left this morning for Gibraltar. Thence he is to travel to Paris in order to carry on financial negotiations. He is accompanied by the agent of the creditors of the Moroccan debt as well as by the French chargé d'affaires, who is on leave of absence.

Paris, September 24.

It is reported from Rabat that Bagdadi's Mahallah has arrived there; it appears, however, to be in great want. Abdul Asiz arrived with an escort of some 20,000 men.

Paris, September 25.

Mohammed Tazi is expected at Marseilles tomorrow. He is also to go to London in order to negotiate a loan for the Sultan. Security of fifteen million francs in the shape of jewels and valuables from the palace at Fez is to be offered.

Later.

Buehta Ben Bagdadi is keeping strict order at Rabat, and has managed to suppress the anti-European feeling shown by the troops. There is now no danger to Europeans from the native troops.

THE BALKAN TROUBLES.

ASSASSINATION OF THE WALI OF WAN.

Batum, September 24.

The Wali of Wan, Ali Bey, has been assassinated. Apparently the murderer accomplished his object by following him, and finally shooting him through the skull. Death was instantaneous. The assassin escaped under protecting fire from the revolvers of his accomplices. Ali Bey was on the point of departing for Odessa, whence he was to have proceeded to Constantinople according to the instructions of his government. A vigorous search is being made for the culprit.

FLOODS AT MALAGA.

A telegram from Madrid states that the rivers Guadal and Medina have overflowed their banks and inundated the whole of the low-lying part of the town. Two corpses have been recovered, but it is feared that there have been a great many losses by drowning.

Madrid, September 25.

According to official information, the floods at Malaga have caused terrible devastation. So far nineteen corpses have been recovered. A number of houses, churches and bridges have been destroyed. There were two feet of water in many places. Famine is feared, and the authorities are organising a distribution of the necessaries of life.

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THE LISBON STORM.

A telegram from Lisbon states that the losses incurred through the storm and subsequent flooding of the city are less grave than was reported by us yesterday.

CLOUD-BURST IN VALENCIA.

A telegram from Valencia states that part of the town has been inundated. There is a rough sea.

FIGHTING IN PORTUGUESE WEST AFRICA.

Lisbon, September 24.

It is reported from San Paolo de Loanda that Portuguese troops captured the principal kraal of the Cuamatas. The Portuguese losses were two officers and one private killed and twenty-six wounded.

CHINESE DIPLOMATIC APPOINTMENTS.

Pekin, September 24.

An edict issued today announces the appointment of Wu-Ting-Fang as ambassador at Washington and of Say-In-Tu as ambassador at St. Petersburg.

LONDON LETTER.

(From our correspondent.)

THE TOURIST'S FINLAND: ANOTHER ASPECT.

London, September 11.

The traveller in Finland who wants to economise his time will find himself compelled to use the night trains on the State Railways, whose system now comprises nearly the whole of the finished or unfinished lines within the Grand Duchy. Some branch lines are not yet State-owned, but no doubt will be soon.

Railway travelling in Finland used to be very cheap, cheaper, I believe, than anywhere else in Europe, but now the fares have been materially raised, owing (I was told) to a serious decrease in the net earnings in recent years. At the same time season tickets and return tickets were abolished. This, which was apparently in imitation of the new railway methods in Germany, has caused so much popular dissatisfaction that return tickets are to be re-introduced shortly, but not at a reduction for the double journey. Season tickets are not to be revived.

To show what loss the abolition of season tickets may mean for the holders let me tell you that a friend of mine, fortunately for himself had just renewed his annual season ticket (first class) before the abolition took effect. It entitles him to travel over the entire Finnish State Railway system, and even to St. Petersburg, for one year for about £18! He told me that he would have to spend fully three times that amount a year as soon as his season ticket ceases to be valid.



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The first and second class are most comfortable, and the third class is as good in Finland as in Germany, but not all trains in Finland carry third class passengers. Free carriage of a certain amount of luggage is still maintained, though the fares for "sleepers" are rather high; and they have also been increased recently.

There are no really 'fast' trains in Finland. The so-called "express", starting from Helsingfors at 10.50 in the evening for St. Petersburg, takes nearly 7½ hours to Wiborg, a distance of 312 kilometers. So you can imagine how quickly the ordinary trains travel. From Wiborg to Åbo, a distance of about 500 kilometers, I travelled all night, arriving at my destination some twelve hours after leaving Wiborg. I think the Finnish trains travel at a faster rate than 40 kilometers an hour, but a great deal of time is wasted at the stopping places. In this respect, as in many other respects, the Finlander wants "waking up" badly.

I took the night train from Wiborg to Åbo, because it is the best one available, and I wanted to save time, and also because I desired to spend at least half a day at Åbo (pronounced Obu), where a friend was lying in wait for me, to take me to his place of residence at Lofsdal, in the Pargas archipelago, a journey by steamer of some three hours duration through the most charming coast scenery in Finland.

The little steamer first of all descends the river which at Åbo is full of all manner of craft; these and numerous factories on the river banks betoken that the ancient capital of Finland, in so many ways more interesting than Helsingfors, is fast recovering its former importance. All the time, right up to the mouth of the river, the quaint cathedral and the distant castle are kept in view. Then the steamer emerges into the sea which, with its innumerable islands, fringes the Finnish coast between Åbo and Helsingfors. Our boat stops now and again to discharge and take up both passengers and cargo.

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Far from complaining about those stoppages, I had special reasons to delight in them, as they afforded me many opportunities for a good look round. This Finnish archipelago south of Åbo is wonderfully interesting and beautiful in the extreme. The islands here are as numerous as, if not more numerous than, those in the Saima Lake. But what a contrast! The former are all wooded too, yet the trees are mostly old and tall. Fine oaks can be seen everywhere; the lovely green grass looks thoroughly healthy and luxuriant. Yet these islands are surrounded by frequently

deep sea water. The explanation is that the latter contains very little salt, even less here than elsewhere in the Baltic which, for reasons which have not yet been sufficiently explained, is notoriously much less salt than the North Sea.

The difference in character between the Saima Lake islands and those of the Pargas archipelago does not stop there. The latter show many habitations whose graceful solidity proves that their inhabitants belong to the better classes, to men of substance and taste.

I had a delightful trip in perfect weather, and arrived towards evening at Lofsdal, a name that, contrary perhaps to delectable expectations, does not mean the "Vale of Love", but the "Vale of Praise".

Among the delights of my brief stay there was a motor-boat picnic trip to one of the little islands further away. A family party was made up. We were bound for an islet called Abissen. But on approaching it, we found that others had already taken possession of Abissen; so we forthwith "motor-boated" to another islet, named Wesholm ("Stag Island").

What a delightful thing it is, to be sure, to have such a large selection of charming islets at one's disposal: when one of them becomes unavailable, temporarily, there are plenty of others for the choosing!

In recent years motor-boating has developed marvelously on these Finnish shores, and have largely superseded yachts and steam launches. Many families have motor-boats of their own, bought and used upon the co-operative plan. Åbo is the great motor-boat centre here; there are several motor-boat builders, and a whole quay on the river-side is reserved for motor-boats.

G. WIRSING, American Dentist. Graduate of the Milwaukee Medical College (Dental Department).
Silesien Strasse 10 b, corner Prager Strasse. Tel.: 9007.

As I announced in a previous letter, I returned homeward from Helsingfors by way of Stettin on the "Wellamo" which belongs to the same Finland steamship company that owns the Copenhagen, St. Petersburg, and Hull steamers. On the day that I left Finland, another steamer, belonging to a different Company, departed for Lübeck, where it arrives on the Monday following somewhat later than the "Wellamo" at Stettin, although it leaves Helsingfors earlier on Saturday morning.

But I had already booked by the "Wellamo", and was, moreover, anxious to compare her with the "Arcturus", on which I did the outward journey from Hull.

Well, I must say I like the "Wellamo" better. On the whole she has more passenger accommodation, and some of the cabins are somewhat roomier. In consequence of the fact that the "Arcturus" is fitted up as an emigrant ship, a good part of her upper deck is set apart for the life-boats which she has to carry in conformity with the law.

I like the Stettin route very well, and I have already stated that it is the direct and the shortest route for northern and Central Germany, to and from Finland. There were on board the "Wellamo" several German tourists, returning to Berlin, as well as many Finlanders bound for Dresden, Vienna, &c.

There is not the slightest doubt that the Stettin route to Finland would be much more patronised by Germans and Austrians if it were more frequent. A weekly service, however, is hardly sufficient, at least during the summer season, even allowing for the Lübeck route.

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I almost forgot to mention a pleasant feature on both the Stettin and the Lübeck routes, and that is a short stay at Reval, a most interesting old Hansa town full of attractive memories and curious streets, nooks, and corners. It is still essentially German, this ancient favourite residence of Peter the Great, and Teutonic names and inscriptions are much more numerous than Russian ones. I was glad to have the opportunity of visiting Reval.

It is true that the Russians do not encourage visits there. Their passport nonsense is greater at Reval, I should say, than even at St. Petersburg—and that is saying a great deal. This reacts upon the Germans in other Baltic ports, and all the passengers on the "Wellamo" had to show their passports to the police at Swinemünde before they were allowed to proceed up the Oder, much to the disgust of some Berlin gentlemen who protested that, as German subjects, they should not be required to exhibit their passports at a German port.

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THE SPEED CRAZE.

(By a Special correspondent.)

To the dispassionate observers there must be something approaching the ridiculous in the various Press comments appearing on both sides of the North Sea with regard to the maiden trip of the new Cunarder to America. Before the event English papers assured us that England was once more to regain the "blue ribbon of the Atlantic", whatever that may be, and now that the "Lusitania" has failed quite to equal the speed record of her German rivals, we note that a feeling of intense satisfaction permeates the German Press. All this seems to us a trifle absurd. In the first place exception may well be taken to the phrase "blue ribbon of the Atlantic". When Lord Beaconsfield, or Disraeli as he then was, applied the phrase "blue ribbon of the Turf" to the Epsom Derby, he only meant to imply that of all the great races run in England victory in the Derby brought the greatest satisfaction to the owner of the conquering three year old, just as possession of the "blue ribbon" of the most noble order of the garter made its owner, much be-ordered and be-ribboned though he might be, swell with pride. But the trans-Atlantic voyage can be compared with nothing else, and until the time comes when aeroplanes start for New York and other American ports from this side the phrase "blue ribbon of the Atlantic" will remain somewhat pointless. Apart from the fact that there seems every reasonable probability that the "Lusitania" will on future occasions beat the "Deutschland's" speed-figures, one is tempted to ask: *cui bono?* Were she to succeed in beating these said figures by days, it might be worth considering, for nowadays every one who crosses the Atlantic seems to be in a violent hurry to get across: But when it is only a question of victory by minutes or even hours, what difference can it make? Does any one imagine for an instant that the passenger lists of the "Lusitania" will not be full at busy seasons whether she does the speediest passage or not? The glowing puffs of her magnificent equipment, her passenger lifts, her restaurants, her ornamentation and what not will assuredly influence thousands to cross by her, but the Company that owns the "Deutschland" are most certainly not in any fear that they will have to send their magnificent liner empty across the Atlantic. All this talk of speed, speed, is so terribly overdone. Perhaps it is the baneful influence of the motor-car which has added the word "road-hog" to the English language, its equivalent "chauffard" to French, and in all probability other synonyms to other languages; for does not the scorching motorist pursue his devastating way throughout Europe with a reckless disregard of the life and limbs of others? These speed-enthusiasts hurtle along the public roads, making them entirely unsafe for humbler vehicles. And at the end of a day's tour the scorching motorist gasping, half-blind and dust-begrimed staggers into some hostelry where he passes the night only to start out again on his insensate career next day. And when at last he is forced to remain a few days in a city is his talk of the beautiful scenery and fair towns he has passed through, or of how many kilometers per hour he has averaged? So too with this latest phase of the speed craze. For days the papers were full of marconigrams announcing that the "Lusitania" had done so and so many knots in so and so many hours. But who on earth, save possibly a Cunard shareholder, really cares? That the giant liner was impervious to rough seas and that there were only four cases of sea-sickness on the roughest day seems to us far more important, as we dare swear it was to passengers who know the terrors of mal de mer.

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ROYAL OPERA HOUSE.

This evening, beginning at 7.30, ending after 10

Der Trompeter von Säkkingen.

Opera in three Acts, with an introductory scene.
Music by Victor E. Nessler.

Cast of the introductory scene:

Werner Kirchhofer, student of law . . . Herr Scheidemantel.
Konradin, the trumpeter of an Imperial recruiting party . . . Herr Erwin.
Chamberlain to the Elector . . . Herr Lindner.
The Rector magnificus of Heidelberg University . . . Herr Wachter.
A student . . . Herr Piehler.

Cast of the Opera:

Baron von Schönau . . . Herr Nebuschka.
Maria, his daughter . . . Fräul. Seebe.
Count von Wildenstein . . . Herr Büssel.
His divorced wife, sister-in-law to the Baron . . . Frau Bender-Schäfer
Damian, the Counts son of his second marriage . . . Herr Eri.
Werner Kirchhofer . . . Herr Scheidemantel.
Konradin . . . Herr Erwin.

Heralds . . . Herr Hafner.
Herr Pust.
Herr Geisenhofer.
Herr Ernst.
Boatmen . . . Herr Wolf I.
Herr Seifert.

PILOT. The Heidelberg students, among them Werner, the adopted son of a professor, are making a great noise after a drinking bout, at which Werner wins applause by a trumpet solo. For their disorderly conduct they are dismissed from the University. Werner enlists as trumpeter. The Baroness Maria, who is present at a festival, is insulted by the peasants, and Werner protects her. He wins the admiration of Maria, and also of her aunt, Countess of Wildenstein, who is reminded, by his appearance, of her lost son, who had been stolen by gipsies. Her divorced husband, Count of Wildenstein, has married again. He proposes to Maria's father that she should marry Damian, his son of his second marriage. The proposal is gladly accepted. Maria, however, is in love with Werner, who is engaged as Castle Trumpeter. Their love for each other is discovered by Maria's aunt, who tells her father. Werner is dismissed. Damian arrives at the castle. The castle is besieged by the peasants. Damian proves a coward, and it is Werner who comes to the rescue. He proves to be the son of the Countess, and is rewarded by the hand of Maria.
Composer: Victor E. Nessler, born 1841, died 1890.

Tomorrow, Friday, at 7.30 p.m.

The Women of Fogaras.

Miss AGNES FLINT

formerly Assistant of Mrs. WORDSWORTH, London,
begins her

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on October 1st.

2, I. Sidonien Strasse. At home 12—1 o'clock
except on Wednesdays.

ROYAL THEATRE.

This evening, beginning at 7, ending after 10.15

Die Nibelungen.

Ein deutsches Trauerspiel von Friedrich Hebbel.

I. Abteilung:

Der gehörnte Siegfried.

Vorspiel in einem Act.

Cast:

König Gunther . . . Herr Wierth.
Hagen Tronje . . . Herr Mehnert.
Dankwart, dessen Bruder . . . Herr Dettmer.
Volker, der Spielmann . . . Herr Wahlberg.
Giselher, } Brüder des Königs . . . Herr Gebühr.
Gerenot, } Herr Jubelsky.
Siegfried . . . Herr Wiecke.
Ute, die Witwe König Dankwart's . . . Fräul. Ulrich.
Kriemhild, ihre Tochter . . . Fräul. Tressnitz

II. Abteilung:

Siegfried's Tod.

Trauerspiel in fünf Acten.

Cast:

König Gunther . . . Herr Wierth.
Hagen Tronje . . . Herr Mehnert.
Dankwart . . . Herr Dettmer.
Volker . . . Herr Wahlberg.
Giselher . . . Herr Gebühr.
Gerenot . . . Herr Jubelsky.
Wulf, } Recken . . . Herr P. Neumann.
Truchs, } Herr Gunz.
Rumolt, der Küchenmeister . . . Herr Bauer.
Siegfried . . . Herr Wiecke.
Ute . . . Fräul. Ulrich.
Kriemhild . . . Fräul. Tressnitz.
Brunhild, Königin von Isenland . . . Frau Salbach.
Frigga, ihre Amme . . . Fräul. Lissl.
Der Kaplan . . . Herr Höhner.
Ein Kämmerer . . . Herr Walther.

Tomorrow, Friday, at 7.30 p.m.

Herbst.—Der Puppenspieler.—Der gemütliche
Kommissär.

REPERTOIRE OF THE ROYAL THEATRES FOR THE WEEK.

OPERA HOUSE.

Saturday: Götterdämmerung. 6 p. m.
Sunday, September 29th: The Poacher. 7.30 p. m.
Monday, September 30th: Il Demonio. 7.30 p. m.

SCHAUSPIELHAUS.

Saturday: Die grosse Gemeinde. 7.30 p. m.
Sunday, September 29th: Die Nibelungen. 7 p. m.
Monday, September 30th: Die grosse Gemeinde. 7.30 p. m.



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RESIDENZ THEATRE.

This evening, at 7.30 p.m.

Die Geisha

Operette in 3 Acten von Owen Hall.

Musik von Sidney Jones.

Deutsch von C. M. Röhr und Julius Freund.

Cast:

Lieut. Reginald Fairfax, } Officiere Bronville, } S. M. S. " Cunningham, } "Schild- " Grimston, } kröte"	Ludwig v. d. Bruch. Carl Wilhelmi. Emil Gähd. Hans Lynar. Hanni Baumgart.
Secadett	Carl Friese.
Wun-Hai, ein Chinese, Eigentümer des Teehauses "Zu den zehntausend Freuden"	Carl Knaack.
Marquis Imari, Polizeipräsident und Gouverneur einer japanischen Pro- vinz	Bruno Bellmann.
Lieutenant Katana von der kaiserlich japanischen Artillerie	Martha Breda. Rosa Habler. Elisabeth Mödlinger. Mascha Kerkoff.
Lady Constance Wynne, eine eng- lische Lady, welche in ihrer Yacht die Welt bereist	Ida Kattner.
Molly Seamore, } ihre Freun- Marie Worthington, } dinnen Edith Grant, }	Berta Menzel.
Juliette, eine Französin, im Teehaus als Mousmé oder Teemädchen an- gestellt	Marie Wildmeyer. Else Käppler.
O Mimosa San, Geisha, Sängerin im Teehaus	Cäcilie Weigel.
O Kiku San, Chrysanthe- mum, } Geishas O Nana San, Blüte, } O Kinkoto San, goldene } Harfe, } O Komurasaki San, Veil- chen, }	Charlotte Treuth. Alexander Olbrich. Jenny Baumgarten. Grete Herder. Gertrud Gessner. Elisabeth Hohlfeld. Adolf Braunstein. Ignaz Janda. Gustav Christ.
Takemini, Polizeisergeant	
Erste Begleiterin für die Geishas . .	
Zweite " " " " " " " " " "	
Dritte " " " " " " " " " "	
Vierte " " " " " " " " " "	
Erster Cooli	
Zweiter " " " " " " " " " "	
Dritter " " " " " " " " " "	

Tomorrow, Friday, at 7.30 p.m.

Gasparone.

LATEST ARRIVALS IN DRESDEN

up to the 24th of September 1907.

Mr. W. Bickidge, London, H. Imperial.
Mrs. M. Zukendorf, America, H. Victoriapark.
Mr. W. Lau, London, H. Wagner (garni).
Miss R. Brodie, London, H. Weber.
Miss D. Bailey, London, H. Weber.
Dr. M. Ravenel, Philadelphia, H. Weber.
Miss E. Holland, Pretoria, P. Becker-Opitz.
Miss B. Lean, Pretoria, P. Becker-Opitz.
Miss L. Sim, Johannesburg, P. Becker-Opitz.
Mr. E. Herrmanns, Denver, P. Görnemann.
Mrs. E. Herrmanns, Denver, P. Görnemann.
Miss S. Cook, Dentingshire, P. Görnemann.
Miss J. Tergusen, New-Rochelle, P. Kuhlemann.
Mrs. J. Roosevelt Mac Cord, Wisconsin, P. Petereit.
Miss A. Roosevelt Mac Cord, Wisconsin, P. Petereit.
Miss A. Knapp, Scranton, P. Petereit.
Mrs. W. Mariner, Milwaukee, P. Petereit.
Miss K. Pech, Pittsfield, P. Petereit.
Mrs. E. Pope, Boston, P. Petereit.
Mr. E. Sonderling, New York, H. zum goldenen Engel.
Mr. J. Hope, London, H. zum goldenen Engel.
Mr. B. Muft, New York, H. Royal.
Mr. E. Manow, New York, H. Royal.
Mr. F. Göldner, Manchester, H. Royal.
Mr. J. J. Brown, London, H. Trompeterschlösschen.
Miss A. Basedow, Adelaide, H. Weber.
Mr. H. Basedow, Adelaide, H. Weber.
Miss J. Basedow, Adelaide, H. Weber.
Miss B. Basedow, Adelaide, H. Weber.
Miss J. Basedow, Adelaide, H. Weber.
Mrs. H. Basedow, Adelaide, H. Weber.

LOCAL.

Prince Johann Georg of Saxony with the Princess arrived at Ragusa on September 24 for a prolonged stay.

Just as we are going to press we hear through Wolff's telegraphic Agency that the Countess Montignoso was married yesterday at the Registrar's Office in the Strand, London, in presence of three witnesses, to an Italian singer, Signor Toselli.

We regret not to be able to give a better account of the health of Mr. William G. Heckscher—father-in-law of the Mayor of New York, Mr. McClellan, and of Mr. Winthrop, a prominent member of the Wall Street Stock Exchange—who has been lying ill at the Grand Union Hotel in Dresden for some time past.

The Reverend Malcolm S. Farmer, who has done a great deal of hard work as Honorary Assistant Chaplain of All Saints' Church, Dresden, since May 1904, is about to leave Dresden to take up his duties as Rector of the parish of Dogmersfield, Winchfield, Hampshire, England. While their many friends will much lament their departure, they will heartily congratulate Mr. and Mrs. Farmer on Mr. Farmer's well-deserved preferment and wish them health and happiness in their new sphere. Mr. Farmer hopes to take up his rectorial duties at Advent.

The young pianiste Miecio Horszowski will give a concert at the Palmengarten on Wednesday, October 16.

At the Central Theatre there now remain only the eleven best wrestlers of 23 originally entered to compete for the Gold Belt of Dresden and a money prize of 5,000 marks. All the eleven are men of renown in their vocation, and as the competition must end on Monday next the 30th instant, the contests of the next five days should have more and more fascination for patrons of the wrestling ring.

In the wrestling on Tuesday evening Jackson, Scotland, scored cleverly against a heavier opponent, the Austrian champion Randolfi, converting a well meant attempt on the part of the latter to overthrow him into a victory for himself. The trial of strength and wits between the Servian giant Antonitch and the Bulgarian champion Petroff, a man of perfect form but only medium height, was on the whole less interesting than might have been expected. The difference in the height of the two men was so great that neither could get an effective body grip of the other. Petroff, when on the ground, has a way of gluing himself to the floor that quite baffled the giant and caused him to turn to the referee with a gesture of despair. The issue was undecided at the end of the half hour. The best of the evening's contest was that between Sturm, of Berlin, and Dirk v. d. Berg, Holland—ideal models both for a sculptor, and as active as they are powerful, especially Sturm. But v. d. Berg's determined science secured him the victory after a hard struggle which lasted 17 minutes. Both men were loudly cheered. The fixtures for this evening are: Antonitch v. Petroff; Sturm v. Romanoff, Russia; Jackson v. Schneider, Berlin.

American Bar Lila Hölle.

Scheffel Strasse 32.
English Buffet. Cocktails. Flips. English Cooking. English spoken.

The programme of this evening's orchestral concert at the Royal Belvedere (for the benefit of the members of the Orchestra) will be as follows:—(1) Overture zur Oper "Don Juan", Mozart; (2) Konzert für Violine mit Orchester (I. Satz, mit Cadenz von J. Joachim), v. Beethoven; (3) Tonbilder aus der Oper "Euryanthe", v. Weber; (4) H-moll-Sinfonie (unvollendet), Schubert; (5) Einzug der Götter in Walhall aus dem Musikdrama "Das Rheingold", Wagner; (6) Overture zur Oper "Tannhäuser und der Sängerkrieg auf der Wartburg", Wagner.

Three Gold Medals have been awarded this year to the firm Dr. Volkmar Klopfer, manufacturers of articles of food, Dresden-Leubnitz; two of them at the Exhibitions in Dresden and Vienna in the month of July, and now the third at the German Army, Navy, and Colonial Exhibition at Berlin.

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.

NEW BOOKS.

Tauchnitz Edition, to appear October 4:
A Man of no Importance, 1 vol., by "Rita" author of "Souls", "The Pointing Finger" &c.

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Mr. R... And the cookery, it's German, I suppose?
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ing for Opera and Concert. At home 3-4.

THE CRISIS AT THE CAPE.

The Prime Minister at the Cape, Dr. Jameson, must be almost relieved at the decision which he and his Cabinet have arrived at, namely to appeal to the country, for to arrive at the Administration with a majority of only 7 in the Lower House and a majority of only 1 in the Upper House, must have been a task of singular difficulty. The qualification for membership of the two Houses of the Cape Parliament is practically identical, though members of the Upper House in Legislative Council must show a higher property qualification and are elected for seven years as against five in the Lower House. As Mr. Jameson's majority of one in the Upper House has now vanished, a Mr. Logan having decided to throw his lot in with the opposition, there appears nothing left for Dr. Jameson but to dissolve. A good many people were found to prophecy unlimited disaster when the "Dr. Jim" of the days of the Raid became Premier of Cape Colony, but nothing of the sort has occurred, though the Government's task has been a hard one owing to the constant decrease of revenue. The Colony depends chiefly on its railways which bring down the produce of the Rand to the coast, and the slackening activity of the Rand mines, owing in part to the action of the home Government in the matter of Chinese labour, has had the inevitable reaction on the revenue of the sister Colony. Advice from the Cape seem unanimous in agreeing that racial questions will play no part in the forthcoming elections. Political parties at the Cape, according to Mr. Chiappini, Trades Commissioner for Cape Colony, recognise the serious necessity for trade development. South Africans are loyal to Great Britain and are anxious to promote in every way the Imperial policy. Mr. Chiappini is of opinion that too much importance is attached in England to the reinfranchisement of the rebels, who will vote for Dutch agriculturists, but it is the grossest injustice to read into this an anti-British menace. If Mr. Chiappini be not over-optimistic it is welcome news that the old differences are being smoothed away, but should the election go against Dr. Jameson, of which there is every probability, Natal will be the only one of the S. African Colonies where the Government is more distinctly British than Dutch. It appears that the chief question laid before the electorate for decision will be the development of the Colony in trade, local industries and agriculture. The opposition admit that the present Ministry has done its utmost to further the interests of agriculture in the Colony and only take exception to the Government's attitude on the questions of the taxation of diamonds and brandy. There can be no question that Dr. Jameson's proposal to make it easier for the natives to purchase brandy has lost him a good deal of sympathy both in the Colony and at home. It has been said that Cape Colony is never prosperous save during a South African war, and if this be the case the opposition cannot look forward with any assurance to victory at the polls.

WEATHER FORECAST FOR TODAY

of the Royal Saxon Meteorological Institute.
Rather strong south-westerly winds, dry but more
cloudy, temperature not much altered.