

# The Daily Record

and THE DRESDEN DAILY.

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10 PFENNIGS.

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## MR. KEIR HARDIE IN INDIA.

It is to be hoped that all Englishmen who have placed confidence in the Labour Party of the House of Commons will follow with close attention the progress of Mr. Keir Hardie through the disaffected regions of India; they will learn something of disinterested magnanimity and something of statesman-like discretion. Mr. Keir Hardie, as everyone knows, is one of the first, one of the most notorious and one of the most uncompromising of that section of workmen who, having been returned to Parliament to represent a class interest, are claiming for that interest a preponderant, if not a universal, significance. In so far as his political activity is bounded on the one hand by the determination of Trade Union propaganda and on the other by a turgid Socialism, Mr. Keir Hardie is thoroughly representative of the main forces of organized labour; while in the utter recklessness of public statements he shows himself the accepted type of Labour member. Difficult though it is, we must remember that Mr. Keir Hardie is no school-boy firebrand, no inexperienced enthusiast; unlike the egregious Mr. Victor Grayson, who is something of both, he is a man of mature years accustomed to the tone of Parliament and the methods of public business; and unfortunately his name is known, and perhaps respected, where politics and knowledge are not correlative attributes. Did his statements fall on deaf or judicious ears, we might safely abandon them to their merited oblivion; but the fact is that they have fallen in dangerous places.

A telegram from Calcutta, which we published yesterday, states that Mr. Keir Hardie has been travelling in Eastern Bengal with the support of the leaders of the natives, and has been everywhere received with great enthusiasm by the Hindus. We were further informed that in several speeches he declared that he considered India to be just as much entitled to self-government as Canada, and that he would do his best to make India a self-governing colony. It will be observed that Mr. Keir Hardie quite characteristically voices his judgement with no modification. Self-government for India is to be not an ultimate aim, but, apparently, an immediate object of the Imperial Government — an object, in short, to which Mr. Keir Hardie will contribute his valuable support. It would be foolish, in all conscience, to meet word for word and sentence for sentence the fallacies on which this statement has been built. We could not, indeed, at greater length than is allowed us here, undertake to teach Mr. Keir Hardie history, philosophy or common sense; but in the name of millions of men and women who in every quarter of the globe have enjoyed the supreme privilege of British justice and love of truth, it is right that we should protest against so infamous a distortion of political ideals. Doubtless Mr. Keir Hardie intends no harm; but it is well-nigh incredible that in the very region of disorder, and almost on the eve of the fiftieth anniversary of the Indian Mutiny, an Englishman of official standing and political experience, should conspire with a band of half-educated natives to goad a contemptible mob into sedition. There used to be a time when this form of patriotism was met with a short and sufficient rejoinder.

The English nation has never been slow to grant self-government to her subject peoples. In the matter of this privilege the Indian Administration need be no exception. Whatever its errors and abuses, it has always been conducted on accepted principles of national welfare; so that it would be quite consistent with British ideas to grant India self-government to-morrow if it were clear that India as a whole demanded and deserved the gift. But this is not the case. We have already pointed out that the unrest in Bengal is neither a national nor spontaneous movement, and that it must be counteracted with the greatest caution and finesse. Nothing could be more calculated to retard the rehabilitation of British prestige than such illconsidered rhetoric as flows from Mr. Keir Hardie. To grant India self-government, in the accepted sense of the term, would be sheer madness. The British Government, which has seen fit to give a Constitution to its former enemies in South Africa, can have no reason, apart from that of expediency, in refusing it to India; but it is a reason sufficiently weighty and conclusive. Obviously it has escaped Mr. Keir Hardie.

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#### ANGLO-GERMAN COMMERCIAL RELATIONS.

Berlin, October 2.  
According to the Vossische Zeitung, the Reichstag will at the outset consider a proposal by which the Bundesrat is again to be empowered to introduce measures granting to Great Britain and her colonies most-favoured-nation terms. Whether the Bundesrat will be in a position to avail itself of this right to the same extent as before must depend on the effect of the new Australian tariff on German imports as compared with English imports.

#### A FOREST ACADEMY FOR ENGLAND.

London, October 2.  
The Government has bought a landed estate of 12,530 acres in Argyleshire, Scotland, in order to convert it into a State forest, and to erect thereon an Academy of Forestry.

#### THE ENGLISH ARMY AIR-SHIP.

A telegram from London states that the "Nulli Secundus", the new English Army air-ship, which made a two-hours' ascent the other day, was fitted with two linen sails, and carried an additional sail behind in the shape of a bird's tail. These arrangements are intended to do away with the rolling of the vessel. Two aeroplanes were attached to the front in order to mitigate any undue fluctuation.

#### WOMEN STRIKERS IN SCOTLAND.

Four hundred women employed in the cotton factories here have gone on strike owing to dissatisfaction with the latest decision regarding wages. They broke the windows of the mill, and forced the women who were still at work to join them. All work is at a standstill. The police had great trouble in dispersing the strikers. The mills have been closed. 5000 work-people are out of employment.

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#### AMERICAN NEWS.

##### THE TELEGRAPHERS' DISPUTE.

New-York, Sept. 30.  
Cabled inquiries received here from London indicate that a movement is afoot in British Trade Unionist quarters to afford some sort of assistance to the telegraphers on strike here. As far as can be ascertained, the Commercial Telegraphers' Union, the organisation

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of the American operators, have not been approached directly, and it is doubtful if assistance from abroad would be accepted. Although most of the newspapers have been contending for weeks past that the telegraphers' strike is dead and buried, the men declare to-day that it is still general and vigorous.

Predictions that the strikers would be very quickly starved into submission have palpably been falsified.



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The strike leaders state that there are still plenty of funds in hand, and that all requiring help have received it from the commencement of the struggle. It is stated further that about a thousand strikers have found employment in other walks of life, and that, with few exceptions, these fortunate men and women are subscribing generously to the strike fund. It is difficult to ascertain the facts as to the position of the telegraph companies' business. Both the Western Union and the Postal claim that work has been proceeding on normal lines throughout this month. These confident assertions do not fit in exactly with the experience of the telegraph-using public, for it is beyond doubt that delays are very far above the normal, while the men offer to produce proof that all over the country the companies are sending "telegrams" by train to their various offices, whence they are sent out as though received by wire. This is stoutly denied and vehemently reaffirmed.

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Most of the inconveniences of the strike fall upon the general public, because the telegraphists employed by the newspapers and news agencies (with one exception), and by the great financial and commercial houses, using their own private leased wires, have remained at work on special agreements, with the sanction of the Commercial Telegraphers' Union. The exceptional News Agency is the Associated Press, a very extensive and powerful organisation, the managers of which have from the first defied the Union, and have succeeded in retaining most of their well-paid operators. — The Globe.

#### FUTURE OF AMERICAN RAILWAYS.

New York, September 30.  
Mr. James J. Hill, the well-known railway magnate, in the course of an interesting statement with regard to the future of American railways, gives it as his opinion that there can be no more railway construction in America for a long time to come, owing to the lack of money. Traffic, says Mr. Hill, is increasing five times as rapidly as the railway mileage. To meet this serious state of affairs, he advocates the construction of great canals.

#### MR. ROOSEVELT.

##### THE WESTERN TOUR.

Washington, September 30.  
President Roosevelt yesterday started on his tour through the Western States. Today he will unveil at Canton, Ohio, a monument to the late President McKinley, after which he will proceed by steamer down the Mississippi.

#### ACCUSED OF PROVOKING WAR.

The New York Sun contains a double headed editorial, in which it accuses Mr. Roosevelt of deliberately provoking a war with Japan by sending the fleet to the Pacific.

#### BISHOP OF LONDON IN AMERICA.

##### PRESIDENT ROOSEVELT'S TRIBUTE.

In the course of an address, President Roosevelt referred to Bishop Winnington-Ingram as "our guest, the Bishop of London, who has a right to speak to us, because he has shown in real life that he treats his high office as a high office should alone be treated, either in Church or State, and above all in a democracy such as ours—simply as giving him a chance to render service."

Then, turning to the Bishop, the President said: "I greet you here, Bishop Winnington-Ingram, because you have used your office in the aid of mankind, and because while you have served all, you have realised

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that those in greatest need of service are those to whom least has been given in this world."

In reply, the Bishop of London thanked President Roosevelt for being present at the ceremony in the midst of his multitudinous duties, and expressed his gratitude for the President's burning words of encouragement, which would send him across the seas with fresh inspiration for his work.

**TRAIN WRECKED: MANY DEATHS REPORTED.**

An east-bound fast passenger train, on the way from San Francisco, was derailed and overturned while descending a steep gradient last Monday morning, 130 miles west of St. Louis.

It is reported that the wreck caught fire, and that many passengers perished.

**THE LATE GRAND DUKE OF BADEN.**

His Royal Highness the Grand Duke Frederick II has ordered the officers of the Baden detachments to go into mourning for a period of six weeks. The body of the late Duke lay in state on Tuesday morning. A great many wreaths have been sent and are disposed upon the coffin and the catafalque; their number is estimated at several hundreds. At 6 o'clock in the afternoon a service was held in the royal chapel.

The funeral obsequies of the late Grand Duke were held this morning. Soon after 7 o'clock a service was held in the royal church. At 7.30 amid the tolling of the church bells the procession started, headed by a guard of honour of the 114th Infantry regiment and servants of the household. In front of the coffin, which was carried by 12 non-commissioned officers, rode Lieut. General von Müller, the Marshal of the Court, Graf Andlaw, and the President of the Church Council. Behind the coffin walked the Grand Duchess Luise, the Grand Duke and Grand Duchess, the Crown Prince and Princess of Sweden, and the Prince and Princess Max of Baden. The road was lined by school-children who sang chorales. On board the steamer "Kaiser Wilhelm", which was hung with crape, the coffin was placed under a black canopy. The Prussian Envoy, Herr V. Eisendgecher, laid two wreaths on the coffin in the name of the German Emperor and Empress. All the ships and boats were hung with black. At a quarter to 9 o'clock the landing at Constance, opposite the steamer offices, took place, all the church bells tolling, and a choir of men's voices singing funeral music. Besides a guard of honour, State officials and the town authorities were present at the landing place to receive the body; the procession was reformed and passed on to the railway station. At 9 o'clock the funeral train started for Karlsruhe.

**THE ANTWERP STRIKE.**

**A RENEWED OUTBREAK NOT IMPROBABLE.**

Hamburg, October 1. The Conference held here yesterday of those interested in the German lines to Antwerp resolved to take further steps in support of the employers there. A renewal of the strike is by no means out of the question, since it was only through the promising of higher wages held out by the Burgomaster that work was resumed. In this promise the Burgomaster had not the sanction either of the Maritime Federation or of the individual employers. The German Shipowners' Federation have therefore resolved to prepare for a possible renewal of the strike by raising an additional sum of a million francs.

**COUNT ZEPPELIN'S AIR-SHIP.**

Count Zeppelin's fifth ascent, reported the other day, concludes the first series of experiments he has undertaken. The discoveries made will be immediately utilised in order to improve the steering arrangements in several ways. The results accruing from the five ascents have been summarised as follows: Owing to the practically horizontal rear-fin, the stability of the vessel is admirable. The side-rudders in themselves made every kind of guidance possible even in squally weather, but they will be made more effective by being enlarged. The lifting rudders are of inestimable value, since it is possible

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by their means to lift the air-ship to any height required without any loss of gas. The longest flight of the air-ship during these trials was one of eight and a half hours' duration, but it is agreed by all experts that the vessel is capable of remaining aloft as long again. Owing to the lifting-rudders its ascent and descent was simplicity itself. There can be no doubt that once the necessary arrangements have been carried through, the vessel will be enabled to make its descent without difficulty at Friedrichshafen itself. Its spontaneous speed has been accurately ascertained by various means on each of the flights: namely 50 kilometres an hour with both motors and 35 kilo-

metres with one motor at work. Unquestionably, the Zeppelin trials have proved the existence of an air-ship which has actually vanquished the elements.

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**MOROCCAN AFFAIRS.**

Paris, October 2.

The departure of the French Envoy M. Regnault for Rabat is fixed, according to reports from Tangier published in the papers, for Friday next. The representatives of the other Powers have likewise been invited by the Sultan to Rabat. The Sultan has requested Major Fariau, who was formerly instructor of the troops at Fez and is now staying at Rabat, to assemble at Rabat all the French officers who belonged to the mission at Fez, in order that they may carry on their instruction of the troops at Rabat.

**ANOTHER INCIDENT IN TOULON ARSENAL.**

Paris, October 2.

The door of a war material store in the arsenal at Toulon was found to have been broken open. The enquiry which has been instituted will determine whether it is a case of theft or of an attempt to set fire to the store. The store is situated near to the general store of war materials in which a fire occurred a short time ago.

Paris, October 2.

General Drude is reported to have said in private conversation that he had, it was true, received a letter from the Uled Haris tribe intimating their intention to march on Casa Blanca, and that he had heard of a gathering of the chiefs of the Schauja tribe at Karma, about 31 miles from Casa Blanca. He, however, considered it expedient to wait for the reports of his scouts, before undertaking an expedition that would entail 48 hours' absence from camp.

Paris, October 2.

The newspapers publish reports from Tangier that the Meduna and Uled Haris tribes, fearing reprisals from the Schaujais dwelling in the Hinterland, had refrained from giving hostages. A meeting of the leaders of the tribes that have not yet submitted had been held in the market-place at Casa Blanca, and the leaders had resolved to continue hostilities against the French and the tribes that have yielded. A sort of Mahalla has been formed and is encamped between the Meduna and the Uled Haris tribes, who have therefore appealed to the French for help.

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**IMPORTANT NAVAL DISCOVERY.**

According to information from Mülheim, a discovery of the first importance has been made by Herr Weidemann, an engineer, and a Herr Kommann, which has in view a new naval weapon. The discovery is based on an electric system, and is intended to remove the necessity of torpedo-boats.

**THE BALKAN TROUBLES.**

**HUNGARIAN COMMENT.**

Budapest, October 1.

The Pester Lloyd, commenting on the communication addressed to the representatives of Austria-Hungary and Russia at Athens, Belgrade and Sofia, calls attention to the omission of Bucharest from the document. It is further pointed out that through this understanding between Austria-Hungary and Russia, the policy of Russia towards the Balkan question has been fixed for an appreciable period. The cold shoulder has been turned on those Balkan politicians, and their supporters in Russia, who have been seeking to divert her strictly peaceful policy even on such a slender pretext as the presence of the Grand Duke Vladimir at Sofia.

**THE FLOODS IN SPAIN.**

**SIXTY-SEVEN VICTIMS.**

A telegram from Malaga states that the total number of persons who perished in the flood is sixty-seven.

**LAWLESSNESS IN RUSSIA.**

Odessa, October 2.

An express train which started yesterday evening for Kieff was stopped about 9 miles from Odessa by a band of 15 men. The robbers had bound the guard and signalled to the engine-driver to stop. In order to intimidate the passengers some of the band kept

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on firing from both sides of the train; thus a passenger and two gendarmes were wounded, the former severely. In the safe, which the robbers blew open with dynamite, they found nothing but documents. A fire broke out in the luggage van, consuming it and half a second-class carriage. The robbers escaped on the engine, leaving the train to its fate.

**G. WIRSING, American Dentist.** Graduate of the Milwaukee Medical College (Dental Department).  
Sidonienstr. 10 b, corner Pragerstr. Telephone 9987.

**THE SECRETARY OF STATE IN MEXICO.**

Mexico, October 2.

Mr. Root, the Secretary of State, who is at present travelling in Mexico, was yesterday received by President Diaz and his Ministers. Mr. Root expressed his satisfaction at meeting the man who had made Mexico one of the most powerful States of Latin America, and said he hoped that good relations between Mexico and the United States would continue. President Diaz replied that Mr. Root's eagerness to bring about a better understanding between the United States and Latin America was well known and duly appreciated. At the close of his speech President Diaz bade Mr. Root welcome in the name of Mexico.

**THE KIRKDALE ELECTION.**

(From a special correspondent.)

English Press comments on the result of the election in the Kirkdale division of Liverpool are coloured, naturally enough, by the political views of the journals making them. Certain Unionist journals claim in the retention of the seat a veritable triumph, although one or two "out and out" Tariff Reform newspapers, notably the Globe, are frankly disappointed that the Unionist majority was not greater. On the other hand, the Radical Press is inclined to ignore the election altogether, the Daily News holding that few recent elections have left so indeterminate an impression. It is easy enough, and even usual, to overestimate the importance of by-elections, which are so often influenced by entirely local and necessarily minor con-

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siderations, but there are three facts in connection with the Kirkdale result which should not be ignored. It was almost the first time that in England the crucial question before the electorate had been the advisability of adopting or rejecting Socialism as the motive power of the national administration. Mr. Hill, the Labour Candidate, included all the cardinal points of the Socialist creed in his programme, and although the anti-Socialist party triumphed, it is significant that the triumph was only gained after well-nigh superhuman exertions on the part of Mr. Mc Arthur and his fellow workers, and that Mr. Hill was able to bring over 3000 supporters of his policy to the poll. There can be no doubt that Socialism is advancing in favour in England among the masses to whom at the first blush the idea of State-provided pensions, of the obligation of the State to find work for all, and of the nationalisation of all capital-holding corporations is anything but unwelcome. That a majority of the Electorate

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was not captivated by these glittering baits is a matter for thankfulness, but the Unionist party will need to do its utmost if Graysons are not to be multiplied in the next Parliament.

Another feature of the election was the prominence given to the religious question. Mr. Hill proclaimed his adherence to the doctrine that the State should not be called upon to pay one farthing towards religious education. This doctrine was strenuously opposed by Mr. Mc Arthur. The Liverpool electorate has always been markedly religious, and even Puritanical, in its views — the idea of a ritualistic Bishop of Liverpool is impossible — and there can be no manner of doubt that the Unionist vote was increased by the support of those to whom the thought of a purely secular education was repugnant. It is interesting, in this connection, to note that Mr. Redmond actually advised that the Irish vote should be thrown into the scale against Mr. Mc Arthur. How the Nationalist leader reconciled this advice with his conscience it is difficult to see, and it is more than probable that those of the Irish voters, who were better Catholics than Home Rulers declined to vote for one who openly scoffed at religion.

The third point to notice is the part played in the election by Tariff Reform. To the Radical Press the Unionist victory seems to demonstrate the hopelessness of the Protectionist position; to a section of the English Press, as we have said, Mr. Mc Arthur's somewhat

Balfourian attitude on the question of Tariff Reform was responsible for the fact that his majority was not greater. Both their views are to my mind exaggerated. The Unionist candidate supported Colonial Preference, but was inclined to fluctuate on the question of a general Tariff Reform. The mere fact, however, that his views coincided with those of the Colonies, prevents his victory being regarded as a Protectionist defeat; but that a more definite announcement as to Tariff Reform would have increased his majority is at least problematical.

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#### CHURCH SERVICES.

##### ALL SAINTS' (ENGLISH) CHURCH.

Friday, October 4th. 11.0 a. m. Matins and Litany. 5.0 p. m. Choir Practice.

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Sunday, Holy Communion 8.0 a. m. Holy Communion and Sermon 11.0 a. m. Afternoon Service and address 5.30 p. m.

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### LOCAL.

The concert of the youthful pianist Miscio Horszovsky will take place at the Palmengarten on Wednesday the 16th of October.

Marc Günzburg will give a pianoforte recital at the Palmengarten on Thursday October 17.

The Russian pianist Vladimir Drosdoff will give a pianoforte recital at the Vereinshaus on the 18th instant.

Dr. Carl Peters, the famous African traveller, will deliver a public lecture at the Vereinshaus on the evening of the 19th instant, at half-past 7 o'clock. The subject of the lecture will be "Colonial Economic Policy".

The Flonzaley String Quartet — consisting of MM. Adolfo Betti, Alfred Pochon, Ugo Ara, and Ivan d'Archemben — who were heard for the first time in Dresden last year, will make a tour in South Germany again this season, and give a concert in Dresden on October 23, at the Palmengarten.

Dr. Horneffer, of Leipzig, will again this season give three of his interesting philosophical lectures, in the small hall of the Gewerbehau. The dates fixed for these lectures are Sunday the 20th, Wednesday the 23rd, and Sunday the 27th, of this month. The subjects will be: I. "Alte und Neue Moral". II. "Die Ehe". III. "Der Tod". Tickets from F. Ries.

The programme announced the month of October in the Central Theatre has been so far altered that Herr Bernhard Moerbitz, the humourist "beloved by the Dresden public", will not appear. On Monday last the Management received a telegram from him that he could not give a performance on Tuesday. Another popular humourist, Lene Land, has been engaged in Herr Moerbitz's place.

The International Photographic Exhibition of Dresden 1909 to judge from the readiness shown at home and abroad to take part in it, is sure of an immense quantity of extremely interesting material for exhibition, and bids fair to far exceed all previous technical exhibitions in extent and completeness. Besides works of artistic photography and reproduction, very attractive examples of the various branches of science — such as astronomy, meteorology, geology, medicine, criminal statistics, etc. — will be exhibited. In the industrial department there will be a show of apparatus and instruments of many kinds, part of them in motion, such as has seldom been equalled in point of abundance and originality. In short the Exhibition as a whole will be an extremely instructive and lively one. States and cities have sent representatives to the Committee charged with the preparations. Prices have been offered for designs for a placard, to be competed for by artists and photographers. The first prize is 1000 marks and the total amount offered is 2500 marks.

## ROYAL OPERA HOUSE.

This evening, beginning at 7.30, ending after 10  
**Hoffmann's Erzählungen.**

Phantastic Opera in three acts. Music by J. Offenbach.

Cast:	
Hoffmann	Herr Rüdiger.
Niclaus	Frau Bender-Schäfer
Nathanael	Herr Hafner.
Hermann	Herr Plaschke.
Lutter	Herr Wachter.
Olympia	
Giulietta	Frau Wedekind.
Antonia	
Coppelius	
Dapertutto	Herr Höpfl.
Mirakel	
Cochenille	
Pittichinaccio	Herr Erl.
Franz	
Spalanzani	Herr Kraemer.
Schlemihl	Herr Büssel.
Crespel	Herr Nebuschka.
A voice	Fräul. Eibenschütz.

**PLOT.** At a meeting of students, Hoffmann, one of their number is rallied on his gloomy temper. He declares he has been thrice unlucky in love, and promises to describe his love-affairs to them. In the Opera the three several episodes are presented in three acts.

In the first act Hoffmann is in the house of Spalanzani, having gone there to meet his host's beautiful daughter. This daughter is really an automaton made by Spalanzani and Coppelius, a wizard, who is to have a half share in the money to be made by the sale of the doll. Coppelius gives Hoffmann a pair of spectacles, which increase the beauty of the doll, and Hoffmann is madly in love with it, heedless of the warnings of his friend Niklas. A dance is held, and Hoffmann dances with the automaton, which dances on unceasingly, till Hoffmann sinks half-fainting upon the sofa. Coppelius enters in a rage, the draft by which Spalanzani had bought his half of the doll having been dishonoured, and smashes the figure. The guests all laugh at Hoffmann, who at last realizes the trick.

In the second act Hoffmann is courting Giulietta, a courtesan, who is in the power of Dapertutto, a wizard, for whom she has stolen the shadow of Schlemihl, another love. She promises to procure Hoffmann's image in a mirror. Telling Hoffmann that Schlemihl has the key of her room, she leaves them, Hoffmann kills Schlemihl, only to find the room empty, and the false Giulietta disappears with Dapertutto in a gondola.

In the third act Hoffmann is engaged to Antonia, daughter of Crespel, who has a beautiful voice, but is liable to consumption, so her father has forbidden her to sing. The deaf servant lets in Hoffmann, contrary to his master's orders. He and Antonia sing, and as Crespel returns Hoffmann hides, and from Crespel's conversation with the wizard, Doctor Mirakel, hears of Antonia's illness. He persuades Antonia never to sing again, but Mirakel, by invoking the spirit of her dead mother, induces her to break her promise; she sings and sings, and dies exhausted in Hoffmann's arms.

In the epilogue the students thank Hoffmann for his tales.

Composer: Offenbach, born 1819, died 1880.

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**Die Nibelungen.**

Ein deutsches Trauerspiel von Friedrich Hebbel.

Erste Abteilung: **Der gehörnte Siegfried.**

Vorspiel in einem Akt.

Cast:	
König Gunther	Herr Wierth.
Hagen Tronje	Herr Mehnert.
Dankwart, dessen Bruder	Herr Dettmer.
Volker, der Spielmann	Herr Wahlberg.
Giselher, Brüder des Königs	Herr Gebüh.
Gerenot,	Herr Jubelsky.
Siegfried	Herr Wiecke.
Ute, die Witwe König Dankwarts	Fräul. Ulrich.
Kriemhild, ihre Tochter	Fräul. Trebnitz.

Zweite Abteilung: **Siegfrieds Tod.**

Trauerspiel in fünf Akten.

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

To-morrow, Friday, at 7 p. m.: **Der Raub der Sabinerinnen.**

Lectures on Current Events, Fridays, 12—1.

Beginning Oct. 4th.

**Miss A. Lawrence Watson,** Winkelmann  
Strasse 2, II.

### AERIAL NAVIGATION.

"Navigating the Air", is the title of a book published in London (Heinemann) at the instance of the Aero Club of America, to show the progress made in this direction hitherto and what is being done towards a further advance. The book is a collection of articles and papers which, although most of them have been previously published in America, will probably be new to most readers on this side of the Atlantic. The two opening lines of the introduction explain, that "in the strictest sense of the word, only two specimens of self-moving air vehicles can be called practical". The book is itself practical from beginning to end; it shows that engineers as well as men of science have now taken up the problem of navigating the air as their predecessors and contemporaries have worked and are still working out those of steam and electrical locomotion on land and sea. Among the most eminent contributors to the book are: the engineers Octave Chanute, Graham Bell, J. P. Holland (of submarine fame) and Sir Hiram Maxim; the University Professors Langley (Electrical Engineering), W. H. Pickering (Harvard Observatory), David Todd (Amherst Observatory), and others. The spirit in which these masters of pure and practical science are setting about their task is indicated by these words in the preface to the book: — "To England belongs the credit of having invented the steam railroad engine; to France belongs the honour of producing the automobile. Shall the United States of America be left behind in the race to bring forth a flying machine that will fly, and thus confer one of the greatest benefits on mankind?"

It is in the direction of flying machines rather than of dirigible balloons that Americans are working, though it was an American, Lieutenant Lahm, who won the first international aeronautic cup race held at Paris last year, and though the next race of the kind is consequently to take place in the United States. The German engineer Lillienthal was the first to imitate the flying of birds and to make successful glides in the air, ascending and descending at will. When he had attained to a high degree of skill, Lillienthal dared too much in attempting a flight on a stormy day, and was killed. Mr. Chanute, Mr. Herring, and the Brothers Wright, undismayed by Lillienthal's fate, started where he left off. Machines capable of carrying men were constructed and some of the illustrations in the book show them in full flight; but those machines, although they proved their capability of carrying passengers several hundred yards, were only the pioneers of the self-propelled flying machine.

The name of Professor Langley, Professor of the Case School of Applied Science, stands first of American inventors of such machines; that is to say, his small flying machine, driven by a steam engine, was the first in America to fly. The Brothers Wright are the first in America of those who have travelled through the air in a true flying machine. The testimony of Mr. Octave Chanute, an eminent consulting engineer, in an article on the subject, is that in the year 1904 Willbur and Orville Wright made 105 flights with their motor machine at Kitty Hawk, North Carolina, and towards the end of that year succeeded in changing their course in the air from one dead in the wind's eye to a curved one in which cross currents were encountered with success; they also made a number of circular flights including two of three miles which occupied only five minutes each. In 1905 a new machine was made and by the end of the year flights of 10, 11, 12, 15, 21 and 24 miles were accomplished. The last flight of 24 miles was taken in 30 complete circuits of the practising ground, and only came to an end with the exhaustion of the supply of fuel carried. Since then the Messrs. Wright have been negotiating the sale of their machines, and the conditions of secrecy made by purchasers have prevented the publication of further particulars.

The dirigible balloon, or air-ship, of Count Zeppelin has, as our readers are aware, made successful flights round and about the Lake of Constance. A disadvantage of this balloon in the eyes of engineers is the rigidity of its construction. On the other hand the air-ship of Major von Parseval, which was officially tested in Berlin a short time ago and has since made one voyage at least over Berlin in company with the military air-ship invented and perfected in the works of the aeronautical department of the German army, has but few rigid parts and can actually be folded together for the purposes of transport. At the first ascent this air-ship was made to describe a series of curves at different heights and after being 20 minutes in the air was steered back to the place from which it started. The wind at the time was blowing at the rate of only 9 miles an hour. In the second ascent, which took place immediately afterwards, the Minister of War was one of the passengers; the ship rose to a height of 550 feet above the ground, attained a speed of nearly 31 miles an hour, and responded exactly and with ease to all the movements of the rudder. It only remains to be seen how the ship will behave when the atmospheric conditions are unfavourable.

### LATEST ARRIVALS IN DRESDEN

up to the 2th of Oct. 1907.

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LONDON LETTER.

London, Sept. 26, 1907.  
The recently published terms of the Anglo-Russian Agreement continue to excite considerable interest here, the general disposition being to view the treaty not altogether without disfavour. It needs only a short memory to recall the fate of previous agreements, so called, between the two countries, and it cannot be a matter for astonishment that the majority of Englishmen view the ratification with the *arrière pensée* that Russia's *modus operandi* is to keep to arranged terms for just such a period as suits her own interests. Indeed, the British Foreign Office is the recipient of unqualified criticism, not alone on account of this agreement, but for the vacillating and unconvincing policy that it has pursued during late years. One cannot refrain from reflecting that this treaty effectually nullifies any benefits which might have accrued to the Empire from the brilliant expedition into Tibet three years ago, and as regards the Tibetan question as a whole, we are abandoning what we had, while Russia stands precisely in the same position as formerly. It is interesting to contrast the present British policy of establishing a network of alliances, with the sturdy and uncompromising attitude assumed by the Foreign Office of even a decade ago. Lord Beaconsfield's outspoken distrust of "entangling" finds an echo in the thoughts of many thinking Englishmen today, who prefer our former position of "splendid isolation", with all the racial rancour and misunderstanding which were its inevitable fruits, to the present day tactics of encumbering ourselves with more or less desirable, and possibly humiliating, allies. On the other hand, it cannot be gainsaid that to a certain extent these treaties are real guarantees of peace, and it is probable that this last important consideration will ultimately outweigh the feelings of disquiet engendered by the glaringly negative results of this latest entente cordiale.

The railway is still causing much uneasiness throughout the country, and it appears that reconciliation is as distant as ever. Mr. Bell's "ultimatum" has been duly despatched to the high authorities of the great Companies, who, however, seem entirely to disregard the obvious determination of their employes to fight the matter to a finish. A curious feature of the dispute is that many shareholders in the different Railway Companies complain that the Directors are absolutely ignoring them, and it is a fact that many of these interested people are known to be in favour of negotiating with the discontented men, who undoubtedly have substantial grievances. Public opinion has not yet fully realized the significance of the position. In the event of a strike, not only railway travel and freight transit will be hopelessly disorganized, but the mails must inevitably suffer immense derangement, entailing results that will surely inconvenience the highest and the lowest together. Under these circumstances, it is hard to understand the curiously apathetic attitude of the public in general. It is characterized by the typically English attitude of belief that "all will come right in the end", but unfortunately the omens do not bear out this optimistic faith. It is, however, just possible that the workers' cause will suffer a *débauche* owing to internal strife, since the latest news is that the Society of Engineers and Firemen, an organisation independent of the Amalgamated Society of Railway Servants, disagree with certain clauses in Mr. Bell's programme, and threaten to withdraw from the general coalition unless they are allowed a stronger voice in the negotiations. Meanwhile, we await with unabated interest the outcome of the latest struggle between the two hereditary enemies, Capital and Labour.

It is an oft-repeated assertion that Englishmen take their pleasures sadly, but the present craze for "Diabolo", the latest game of skill to be introduced here, seems to be another proof of the falsity of this platitude. Shops dealing in athletic goods and games are experiencing a literal "run" on Diabolo outfits, some of the larger shops selling well over 1,000 sets per week, and the shopkeepers are unanimous in declaring that since the golden days of the fascinating and elusive game of "Ping-Pong", business has never been so brisk. Every day, "children" of ages varying from toddling infancy to the period of grey hair, are to be seen in Hyde Park and other places of recreation in London, earnestly mastering this latest Continental importation. "Diabolo" garden parties are already being arranged, and there is every indication that the game is in for a long spell of popularity. In fact, "Diabolo" and the "Limerick" craze, are exciting more attention than all the great questions of the day combined. Cer-

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tain estimable people, well-meaning no doubt, but sadly deficient in a sense of humour, are discovering in this passion for Limerick rhyming an unmistakable symptom of national decadence, the result of which, so they assert, no man can foretell. Attempts have been made to abolish these competitions by applying the Gambling Act, but so far all efforts in this direction have been unsuccessful. There is some question as to the legality, or otherwise, of the Limerick scheme. Briefly the method of procedure is as follows: A newspaper publishes a doggerel rhyme of the time-honoured "Limerick" class, leaving the last line blank. Competitors are required to send six-pence with each attempt, and as many thousands send in their attempts, it goes without saying that a large amount of money goes into the pool. The total amount is then divided among the two or three successful ones, and as each prize generally runs to something like a hundred pounds, it is easy to understand the avidity of the amateur poets. The whole scheme, of course, is a desire upon the part of certain enterprising journals to raise the circulation rate, but it is a purely transient benefit, and the public are quite certain eventually to tire of thus being used as tools to augment the already phenomenal outpour of divers irresponsible publications.

The latest news from India is very ominous, and when it is remembered that fifty years ago today India was in the throes of the great Mutiny, the significance of the facts is all the more grave. From all parts of that mysterious Empire reports continue to come in of smouldering racial hatred occasionally bursting out into open hostility, and the position seems to require a strong, unwavering policy on the lines of the "mailed fist". Unfortunately, to a very great extent the hands of officials on the spot are tied by Government restrictions. Whenever reports of prompt and judicious action by local authorities against the chief sedition-mongers reach England, there is an immediate protest by the "little Englander" press that the poor natives are being shamefully downtrodden, and this absurd contention assumes such dimensions as seriously to handicap the Indian Administration. There is a noticeable lack of faith, on the part of many Englishmen, in the tact and perspicuity of the Empire's servants engaged in our over-sea dominions, and this amazing trait has more than once led us perilously near the edge of disaster. It is devoutly to be hoped that in the present crisis the Indian Government will be free from all outside interference in its efforts firmly and surely to stamp out the seething discontent which is being so skillfully engineered by the vernacular Press, and other loud-voiced agitators in uneasy India.

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From land of corn, and oil, and wine,  
Majestic hills and lovely Rhine;  
From land of song and land of story,  
Where heroes died for home or glory;  
Where Huns and Goths were wont to roam,  
And god of war hath made his home;  
Where Goethe wrote and Wagner sang,  
And Heine's thoughts melodious rang;  
Where Frederick reigned so truly great;  
Where Bismarck steered the ship of state,  
Where Moltke in the trying hour  
Made manifest his nation's power;  
With modern progress hand in hand:  
Deutschland, geliebtes Vaterland!

Freeport, N. Y. U. S. A. George Wallace.

**WEATHER FORECAST FOR TODAY**  
of the Royal Saxon Meteorological Institute.

Rather strong W. winds, more cloudy, rain later, colder.

The guards in the city today are furnished by the Schützen regiment No. 108, whose band will play in the Neustadt about 12.30.