

The Daily Record

and THE DRESDEN DAILY.

№ 517.

DRESDEN, WEDNESDAY, OCTOBER 16, 1907.

10 PFENNIGS.

The First Daily Paper published in Germany
in English.

Office: Dresden, Steins Strasse 54

Telephone: 1755.

Subscription for Dresden and the whole of

Germany and Austria:

1 mark a month.

THE ENGLISH RAILWAY CRISIS.

The formal answer of the English railway directors which we publish this morning has been known unofficially for some days past, and it must be confessed that its tenor is, in any case, not quite unexpected. The tone of Mr. Bell's communication was eminently reasonable. On January 18, it stated, a letter had been sent to individual companies; asking that a deputation of the men, accompanied by Mr. Bell himself, should be received in order to discuss the terms of a programme drafted last November, this had been followed by two further communications on February 22 and July 20, and replies had been received from nearly every railway company declining to entertain the proposal of the men. From various public speeches made at shareholders' meetings the Executive Committee of the Amalgamated Society of Railway Servants considered it obvious that his communication had not been properly understood; it had been maintained by the directors that such discussions would be "opening the door to interference with the management of the railways, interference with the discipline of the staff, and that they objected to outside bodies being permitted to dictate to them how they should manage their railways." In view of this misapprehension, Mr. Bell suggested the appointment of a number of representatives of the Railway Companies' Association to discuss with representatives of the Railway servants' Union the bearing of the questions at issue. In their reply the directors maintain that even if a discussion were desirable, they could not deal with questions which were proper to the individual companies alone; that no advantage could accrue from such a discussion, since after recent correspondence and speeches there could be no doubt of the nature and extent of Mr. Bell's claims; and, finally, that the directors must be left to mind their own business. In a word they shelve the whole difficulty of the situation by unflinchingly continuing to beg the question.

There can be small doubt that such a policy will lead to no satisfactory result. It must be conceded that the directors' position is difficult and delicate. Their prestige would appear to depend on strength, and in default of strength on a show of strength: the question is, in the first place, how far their strength is real, and, if not real, how far a show of strength could deceive the employees and the public. But it would be even more pertinent to ask whether the critical moment for concession has not arrived and been allowed to go. The only claim put by the railway servants was that their Union should be recognized. The North-Eastern Railway has already recognized a Union of its employees, and the result has been by no means disastrous. That the directors should refuse to their servants the advantage of an organization similar to their own is less a proof of strength than of reluctance to exhibit weakness; the directors so far lack the courage of their convictions as to see in every organized demand the insidious thin end of a Socialist wedge. Supposing this to be the case, their action is scarcely palliative; it will increase rather than disintegrate the Socialist section of their workmen. The extremists are already dissatisfied with Mr. Bell; they complain that his attitude has been too moderate; and the refusal of the directors must make it probable that Mr. Bell will have a successor, and one not given to sensible compromise.



Peters-Furs

52 Prager Str.

near Main R. R. Station

the largest and finest selection.

Special inducements:

Real Ermine Muffs, Shawls, Scarfs &c.

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.

E. W. STARKE

only Prager Strasse 6

Table Linen. Bed Linen.

Hand-embroidered goods.

Shirts to measure.



Kayserzinn, Silver plated goods,
Hammered copper and brass
ware, Real bronzes,

Writing sets in bronze and marble,
Chandeliers and lamps for gas
and electric light

E. Kreinsen Nachf.

Purveyor to the Royal court

Prager Strasse 29.

Finest handpainted Dresden China

A. E. Stephan

4, Reichs Str. 4

Succ. to Helena Wolfsch Nchf.

Manufacturer & Exporter to
the American & English trade.



2 minutes from Hauptbahnhof.

Highest recommendations.

Most reasonable prices.

Pfund's unskimmed milk. 1st quality

only Pasteurised and purified, there-
fore free from bacilli of any kind.

Delivered free. Depots in all parts of the city.

Pfund's Dairy, Dresden, Telephone:
3831 & 3832.

Meanwhile, the refusal of the directors is made doubly unwelcome by the knowledge that in other industrial undertakings under their control they have individually granted claims precisely similar to those which they now refuse. Their refusal is not, therefore, one of principle so much as one of expediency, and calculated to secure their interest at the expense of the interest of the employees. This is to reduce to the barest terms possible the contest between capital and labour, and to encourage a violent form of Socialism where a small concession could have been made without the necessity of ignominious surrender. The directors state quite bluntly that they do not believe in the moderation of Mr. Bell's demands, hoping, apparently, that they will silence the agitators by telling them they are not to be trusted. Such statements are not convincing, and certainly not diplomatic.

WEATHER FORECAST FOR TODAY

of the Royal Saxon Meteorological Institute.

Windy, dry with variable skies, temperature not
much altered.

THE INDIAN WINTER MANOEUVRES.

Lahore, October 14.

Lord Kitchener has abandoned the winter manoeuvres, as the famine has made it impossible to obtain provisions.

THE RAILWAY CRISIS.

London, October 14.

The answer of the Railway Companies to Mr. Bell, the President of the Association of Railway servants, is that the Companies are not in a position to accept Mr. Bell's proposal that representatives of the Association of Railway Directors should be appointed to meet a like number of representatives of the workmen's committee and discuss with them the workmen's demands. Even if the directors considered such a meeting desirable, they could not, with regard to the official duties laid upon them, interfere in a matter which concerns the relations of each individual Company with its own employees. The directors are fully agreed in the view that no advantages of any kind would result from such a meeting, since they are under no misapprehension as to the nature and extent of Mr. Bell's demands, which have been made quite clear by the recent correspondence as well as by the speeches that have been delivered. The directors are of opinion that the issue is one for which those persons who are held by the public and the shareholders responsible for the effective protection of the traffic and the service must bear the whole responsibility, inasmuch as they make their methods of dealing dependent on their own conclusions.

MR. BELL'S LETTER.

Dear Sir—In connection with the agitation which is now in progress for certain altered conditions of employment, you are probably aware that a copy of the programme, drafted at a conference of delegates elected by the men held in Birmingham, Glasgow, and Dublin, in November last, was forwarded to each individual railway company on January 18, asking that a deputation of the men, accompanied by myself, should be received to discuss the terms of the programme. This was followed by two further communications on February 22 and July 20, and replies have now been received from nearly every railway company declining to entertain the proposal of the men.

My Executive Committee, at their meeting last week, had their attention called to speeches made by some chairmen at shareholders' meetings recently held, from which it is very obvious the proposal of the men contained in my communications has not been properly understood, because several of the chairmen referred to it as "opening the door to interference with the management of the railways, interference with the discipline of the staff, and that they object to outside bodies being permitted to dictate to them how they shall manage the railways."

My Executive Committee feel that if these are the reasons the companies have for objecting to receive with a deputation of their men representatives of the men's organisation such as myself, they are acting under a serious misapprehension, as it is not the intention of my committee now, nor at any time in future, to do any of the things it is stated they have in view.

In order that no misunderstanding upon this particular point should exist, they have instructed me to communicate with you, asking you to be good enough to invite your association to appoint a small number—say, two or three—of its members to meet an equal number of my committee, along with myself, to discuss this particular point only—as to what is intended by the men when they ask that I should be allowed to accompany them or to act on their behalf.

Appreciating the importance of this, and hoping it will lead to a happy understanding, I trust you will bring it before your association at an early date, and favour me with a reply.—Yours faithfully,
Richard Bell.

Reichs Strasse 2.
Lüttichau Strasse 15.

Paul Märksch

Dyeing and chemical cleaning, Dresden.

Strehlener Strasse 15.
Waisenhaus Strasse (Victoria Salon).

First class establishment. Branches in all parts of the town.

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