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The Daily Record

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THE PROGRESS OF THE EXHIBITION.

(From our London correspondent.)

What are we going to do when the Franco-British Exhibition is no more? That is rather puzzling, but we shall probably not begin to worry about it until October. For the moment the fact is that the Exhibition has become an indispensable institution. It is now as complete as it is likely to be, and as popular as it can wish to be. Great crowds flock to it day after day and evening after evening—and not merely crowds of foreign visitors and sightseers, but crowds of Londoners. In short, it is the correct thing to spend your spare evenings at the Exhibition; and, indeed, even if it were not fashionable, people would come surreptitiously, because it is, after all, a great pleasure and a great attraction. Apart from the many exhibits and the serious side of the whole thing, simply to sit in the grounds listening to the music and watching the ceaseless tide of human life around one, until the sky grows red and then darker and darker, and a million lamps begin to gleam along the skyline, is a great relief from the heat and turmoil of the day. At ten o'clock comes the boom of the rockets, and the heavens are filled with showers of burning gold and glittering jewels of fire; and at eleven there is the slurring sound of thousands of footsteps in the paved Court of Honour, as the dense mass of pleasure-seekers makes its way towards the gates, where the phalanx of carriages, motor-cars and cabs awaits them.

All the lighter attractions are now in full swing. Especially fascinating is the slow rise and fall of the Flip-Flap, which, if less conspicuous than a Great Wheel or an Eiffel Tower, has a power all its own of holding the attention. There is something so deliberate and so inevitable in the slow movement of the great iron arms, something so conscious in the meeting of the two extremities in mid-air, that the Flip-Flap seems to gain the advantage over the Great Wheel or the Eiffel Tower of, as it were, a stronger individuality. There is somehow less monotony about it; one must stand still and watch it again and again. It is like a giant mechanical toy gifted with perpetual motion. The other sensational contrivances continue to produce their desired effect. The Scenic Railway still proves most popular, and only the other evening I saw such an array of elegant frocks and hats taking the risk of low tunnels and swift motion that I made mental note of its singular power of attraction.

Of the other side-shows three appear to enjoy the greatest popularity, namely, Ballymaclinton, the Irish village, the Ceylon village and the Senegalese village. The peculiar attraction of Ballymaclinton is undoubtedly in the specially imported "colleens," who, with their bright scarlet cloaks and short green skirts, their red cheeks and black tresses, do much to vivify the white-washed cottages and local ruins into a semblance of reality. The dancing of reels to the sound of Irish pipes is greatly appreciated, as is the soft flow of the brogue that one hears on all sides.

I see that the Ceylon village has been condemned by a Sinhalese gentleman in a letter to the *Times* as inadequate and altogether misrepresentative. None the less, it is very attractive; and if the somewhat squalid natives who squat there and pursue their vocations are not the best types of Sinhalese inhabitants, they are sufficiently attractive in

themselves. Most interesting of all is the native school, with its curious discipline, which appears to consist merely in making the little pupils sit in a row leaning against the wall. One of the little girls, with beautiful, wild, black eyes and a delicate body bared to the waist, very naughty and most independent, attracted much attention, while a mother, walking about with a little naked boy on her back, came in for praise for her offspring from the ladies—and the men too. In fact, everybody who came near the child petted him as though he had been a shaved poodle and pinched him to see if he was real. There was no doubt about it, he was quite real and didn't like being pinched.

Most charming of all, however, are the numerous Senegalese children in the Senegalese village. They are not very civilized, but they have just enough sense to pester one to give them a penny or to lead one to a stall to buy them a necklace or a trinket. They get hold of one by the arm so affectionately and lead one so gently that it is hard to resist their request; and, once you have bought them something, they hang on with real gratitude, and are as proud of their white friend as if he were a crowned King. The adults are a fine race of people, addicted to incomprehensible music, questionable dances and the receipt of pennies. If you encourage them by looking at them, they insist on shaking hands; and if you talk to them, they are just as bad as their children.

GENERAL NEWS.

NEWS FROM ENGLAND.

THE IMPERIAL RUSSIAN VISIT.

London, July 6.
The *Daily Chronicle* learns that all the preparations have been made for a visit of the Czar and Czarina of Russia in return for King Edward's visit to Reval. Their Majesties are expected during the regatta week at Cowes.

NEWS FROM AMERICA.

THE BALLOON RACE FROM CHICAGO.

Chicago, July 6.
The great balloon race which commenced on Saturday afternoon, and in which nine balloons took part, came to an end yesterday evening with the landing of the "Fielding" at West Shefford in the province of Quebec, 800 miles from the starting point. The second balloon covered 700 miles. Five balloons landed in Canada, the others in the State of Michigan. Two descended into Lake Michigan; one managed to rise again, but the occupants of the second balloon had to be rescued in boats.

THE REVOLT IN PARAGUAY.

New York, July 5.
Private telegrams from Buenos Ayres indicate that during the street fighting at Asunción hundreds of people were killed and wounded.

Buenos Ayres, July 5.

The Argentine Foreign Minister has received a telegram from the Embassy at Asunción to the effect that revolutionists have overthrown the old Government and erected a new régime under the presidency of Señor Emiliano Gonzales Navero. Several ministers have fled. The Argentine Ambassador has left Asunción.

Official news from Paraguay is still lacking; communications have not yet been re-established. A

steamer has left here for Asunción to put itself in communication with the Argentine Embassy.

GREAT FIRE IN HAYTI.

Port au Prince, July 6.
A fire broke out here yesterday and, fanned by a strong wind, spread rapidly. Up to the present time four hundred buildings, including the Court House, the prison, and the arsenal have been destroyed, and the cable station is threatened. There was a quantity of powder and ammunition in the arsenal. The crew of the French cruiser "Chasseloup Laubat" is assisting in the efforts to check the conflagration.

WELL-KNOWN AERONAUT INJURED.

Le Mans, July 5.
While carrying on experiments with his flying machine yesterday evening Mr. Wilbur Wright, the well-known aeronaut, was badly injured in the arm and left side by the bursting of a water-pipe.

THE KIEL REGATTA.

Travemünde, July 5.
At the banquet held yesterday evening on board the "Hohenzollern" the Grand Duke and Grand Duchess of Oldenburg, Prince and Princess Eitel Friedrich, with their suites, were the guests of the Emperor. Divine service took place this morning on the Imperial yacht. The regatta of the North German Regatta Society and the Lübeck Yacht Club commenced at 11.45 a. m. The Emperor made a cruise on board the "Meteor." The motor boat races are due to commence tomorrow morning. Good weather prevails.

This afternoon the Emperor visited the yachts "Hamburg" and "Meteor," and was heartily cheered by the crew of the latter vessel as he returned to the "Hohenzollern." The Empress, accompanied by Prince Joachim and Princess Victoria Luise, took a walk on the Priwall.

Results of today's races are as follows: Wind, N.N.W.; force 5. Class A I: "Germania" (1), Senat prize. As the yachts participating in this race were, according to agreement, regarded as being of similar dimensions, the "Hamburg" gained no advantage. Class A II: "Susanne" (1), "Clara" (2), "Cicely" did not start. 23-meter Class: "Arm-gard" (1). 15-meter Class: "Alice" (1). 12-meter Class: "Skeaf" (1). 10-meter Class: "Linth II" (1), "Orchis" (2). 9-meter Class: "Regina" (1). 8-meter Class: "Mariechen" (1).

The Emperor dined this evening on board Mr. Armour's yacht "Utowana;" the Empress on the "Iduna."

COUNT ZEPPELIN'S TRIUMPH.

Stuttgart, July 4.
The parliament was prorogued today by Royal rescript. The President of the Second Chamber received a message from Friedrichshafen as follows: "The recognition of the Second Chamber fills me with great pride and.—Graf Zeppelin."

The First Chamber also sent a message of hearty congratulation to Graf Zeppelin on his success in solving the problem of steering air-ships. The Prime Minister, Dr. v. Weizsäcker, said the Government felt with the parliament the great importance of the achievement, and expressed to Graf Zeppelin their warmest thanks.

Friedrichshafen, July 6.
The King of Württemberg has personally presented the small gold medal for art and science with the ribbon of the Friedrich Order to Herr Ludwig Dürr, chief engineer to Graf Zeppelin.

(Continued on page 4.)