

The Daily Record

and THE DRESDEN DAILY.

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10 PFENNIGS.

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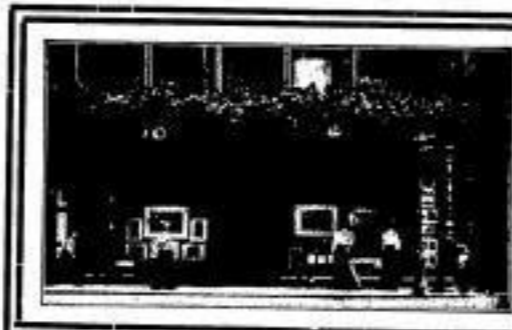
CIVIC TRAINING.

(From our London correspondent.)

When visiting Clifton a short time ago King Edward took occasion to congratulate the school on the training it provided in "civics." At Clifton that branch of duty is regarded as a definite part of the ordinary curriculum; and, just as it is endeavoured to make boys into good scholars and good sportsmen, so it is endeavoured to make them into good citizens. This aim is so seldom included in the studies of the public schools that it attracted the notice and earned the commendation of the King. Until very recently even the study of modern history, from which some knowledge of civic responsibility might be imbibed subconsciously, was rarely included in the public school curriculum. In place of the history of modern nations and the growth of political tendencies a grounding was given merely in ancient history, with the result that boys went to the Universities, into the Services, and into business with a knowledge of the history of their own country that was fragmentary and often dated back to their private-school days and with a complete ignorance of the affairs of England's great neighbours. Not only was this the case, but the absence of historical training was frequently defended on the ground that too early an acquaintance with these matters tended to create prejudices and that it was better to live in ignorant bliss than in premature partiality of knowledge. Recently, however, a great advance has been made. Most public schools are able to boast of a modern side, embracing all sides of modern culture, and of a classical side stripped of narrowing limitations. History is beginning to be taught in England as it has long been taught in America, not quite with a view to minimizing the greatness of the mother-country, yet with a desire to enlarge the conceptions of boys and girls on the larger world problems which have reacted on the mother-country.

To add to this valuable knowledge some conception of what citizenship means, some conception of the duties and responsibilities to which most Englishmen are sooner or later called, is a praiseworthy ambition. It is really astonishing to reflect that the keen political genius of the English people has, so to speak, been developed spontaneously, has been cultivated instinctively yet has matured consistently. But, in spite of all that the unguided genius of the nation has achieved, civic duties are growing so complex and so insistent that some sort of systematic preparation for them seems a public duty. In this country we are very much afraid of militarism, of Chauvinism, of anything that appears to distend the patriotic sense beyond the well-balanced, practical conception of previous epochs. The attitude, not quite sincere and therefore not quite cynical, which implies that politics are able to look after themselves and that the politicians are able to progress independently of individual effort within the electorate, is undoubtedly gaining ground. It would be a pity if any undue remissness were to become evident among the mass of the electorate; but it would mean nothing short of disaster if such a standpoint were to grow general among what are called the ruling classes, among men and women who must sooner or later occupy positions of influence and power within the Empire. We are not without our fanatics who already point to the example of a luxurious, decadent, and indifferent Rome crumbling to ruin in the midst of apathy. Few of us, however, go so far in our foreboding. All that is claimed is that every effort should be made to kill incipient apathy, especially among those whose defects corrode in proportion as their virtues stimulate.

More than any training in the forms of citizenship is a training necessary in the scope of citizenship, in the greatness of the ideals that every subject of an Imperial State must cultivate before those ideals are able to be realized. It may well be complained that not enough is being done here to awaken the Imperial sense of the growing generation, to bring before them vividly the great traditions and the vast possibilities of the British Empire. Jingoism, the cocksure, aggressive attitude of the bully among nations, the self-assertiveness which falls as far short of true independence as boastfulness of eloquence—these are dangers which



E. Arnold
Fine art store,
Schloss Str.,
Sporer Gasse.
Photographs
of the
Dresden
Gallery
and other
Galleries.

a lack of training, of the sense of proportion, render almost inevitable. Rather than that we should be branded with the vulgar stamp of such Imperialism it were better to confine our interests and ambitions to the British Isles. To instill a true conception of Imperial aims and interests, to show that an Empire is not more but less liable to prove an instrument of discord than a less powerful unitary State, to awaken an enthusiasm for the more advanced thought on international affairs, to prepare minds which should be sympathetic towards the growing ideals of universal peace and international harmony; in a word, to demonstrate that we are passing from the struggle of nationality to the consolidation of Empire, and perhaps to better things still—here is sufficient material, not without solidity, for the nascent idealism of the next few generations.

THE BILLION CONGRESS.

(From our New York correspondent.)

In the last session of Congress money was voted with a lavish hand. The representatives of the people were but little influenced, if at all, by the many warnings addressed to them to keep the expenditure on a level with the prospective Federal revenue, and to have an eye to the looked-for deficit.

According to a report from Washington, the official figures of the Appropriation Committees of both Houses show that the total sum voted by Congress during last session was 1,008,397,543.56 dollars. Of that enormous sum: 95,382,247 dollars were for the Army; 122,663,885 for the Navy; 163,058,000 for pensions; 222,970,892 for the Post Office; and 111,958,088 for various civil services. Current contracts involved an amount of 49,443,750 dollars. Included in the above are instalments for two battleships, two steam colliers, ten torpedo-boat-destroyers, and eight submarine vessels, together with the armament for the battleships (25,700,000 dollars). The appropriations for public buildings throughout the whole of the United States amounted to 20,789,750 dollars.

Congress authorised the appointment of 16,824 new Government servants, at a yearly cost of 13,764,676 dollars. The services of 6,142 officials were dispensed with, whose aggregate salaries had amounted to 4,678,389 dollars. Of the newly appointed employes: 6,000 were seamen for the Navy, 809 officers and men were for the Marines, 3,368 were clerks and other officials in the postal service. The salaries of 129,928 Government servants were raised, at a cost of 9,146,575 dollars, viz. for 46,636 officers and men of the Navy, and 8,907 officers and men of the corps of Marines.

Compared with the last session of the 59th Congress, the total appropriations of which amounted to 920,798,143 dollars, the appropriations in the first session of the 60th Congress show an increase of 87,599,400 dollars.

A BANK CLERK'S STRATAGEM.

It seems that it is a statutory obligation for the Bank of France to replace every note issued by a new one as soon as the number becomes illegible, and in this connection a contemporary tells a good story. A bank clerk inherited £800, which he drew in twenty £40 bank notes. These he daily tendered to the bank in a dirty condition, and received new ones in their place. As every note issued costs the French Government eightpence to produce, the clerk's attention was called to the matter. His explanation was simple. For a long time he had received no increase of salary, so he was having his revenge on the Government to the extent of 13s. 4d. a day.

GENERAL NEWS.

NEWS FROM ENGLAND.

THE "INDOMITABLE'S" RECORD VOYAGE.

(From our London correspondent.)

London, August 5.

Further details now to hand regarding the voyage of the armoured cruiser "Indomitable" from the St. Lawrence to the Solent confirm the report originally spread that the great vessel has broken every previous record for swift transatlantic passages. This report is borne out by the table I append below.

The voyage is described as having been a most enjoyable one, and the Prince of Wales, like everyone else on board, took the keenest interest in getting the very best out of the ship's engines. His Royal Highness, who is never so happy as when he is afloat, lent a willing hand at shovelling coal into the huge furnaces down in the sweltering stokehold; taking his turn alongside every other officer. This enthusiastic spirit animated every man on board, from the Prince himself to the ship's boys, and thus the "Indomitable" has fulfilled the greatest expectations of her capabilities.

I learn from an authoritative source that the actual average speed attained was 25.13 knots. During the early part of the homeward run for four hours a speed of 26.4 knots was recorded. Not one single hitch occurred from start to finish of the voyage. The phenomenal speed at which the cruiser has crossed the ocean is made all the more remarkable when it is remembered that the vessel was in no way specially prepared or lightened in order to enhance her racing powers. She carried her eight enormous 12-inch guns, a thick coat of armour, magazines filled to their utmost capacity with ammunition, and all the rest of the equipment of a modern man-of-war, able to immediately assume her place in the forefront of a naval engagement.

The following shows the speed of the "Indomitable" compared with the fastest liners afloat:—

	Distance	Average	Time
	Knots.	per hour.	D. H. M.
"Indomitable"	1,684	25.13	2 19 0
"Lusitania"	2,891	25.01	4 19 36
"Mauretania"	2,890	24.86	4 20 15

The following is a comparison of the vessels in size and engine power:—

	"Indomitable."	"Lusitania" and "Mauretania"
Length	530 ft.	790 ft.
Breadth	78½ ft.	88 ft.
Displacement	17,250 tons.	33,000 tons.
Horse-power	41,000	70,000
Engines	4 sc. turbine	4 sc. turbine.

THE "CONVERSION" OF ENGLAND.

FATHER VAUGHAN AND THE POPE.

Rome, August 5.

Father A. P. Doyle, rector of the Mission House in Washington, which is described as being intended for the conversion of the English-speaking people to Roman Catholicism, after having been received by the Pope, had a long audience with Cardinal Merry del Val on the result of his work.

When Father Doyle mentioned the recent action of Archbishop Bourne in sending Father Vaughan to the Mission House to prepare for the work in England, the Cardinal said: "Yes, I have read in the English papers of what Archbishop Bourne has done, and the project commends itself to me as a most feasible and practical way of putting new life into the movement for the conversion of England. The choice of Father Vaughan for the work is a most happy one. I know him well, and he has all the qualities that are most apt to secure the best results. This mission work was very close to the heart of Cardinal Vaughan in his latter years, but he had not the strength to carry out his plans completely. To Father Vaughan, however, has fallen the providential rôle of carrying to ultimate success the projects of his uncle, the Cardinal. He is a Vaughan, and he has inherited the qualities of mind and heart that will ensure success in the work."

(Continued on page 4.)

DRESDEN

The Mallinsons in Australia. The following letter from a prominent Australian music critic appeared in a recent number of the *Melbourne Age*: "After I had read this morning your critic's charming appreciation of the exquisite performances of the Mallinsons on Saturday night, I chanced to pick up the February number of the *Fortnightly Review*. In "A Plea for the English Composer" the writer of the article places Mr. Mallinson in the front rank of song writers, and sums up by saying: "In the lyricism of Albert Mallinson we meet with true poetic instinct allied with graceful technical facility." It was, I am sure, a perfect relief on Saturday night to escape from the shocking 'boiler foundry' sort of music of most modern composers into the delicate and delightful realm so characteristic of Mr. Mallinson's aesthetic genius. The composer must always depend on his interpreter for distinctive colouring and effects, and our local aspirants to vocal fame would do well to try and profit by Mrs. Mallinson's rare artistic personality and tender imaginings."

The Grand Art Exhibition, Dresden 1908. The *cornet-à-piston* virtuoso, Herr Paul Wiggert, will play at the concert to be given by the band of the 101st Grenadier regiment on Saturday next. Herr Wiggert is returning from a tour, in the course of which he has visited Homburg, Wiesbaden, Naubheim, and other places of fashionable resort. The *Wiesbadener Zeitung* writes of his performance there: "The artist showed himself a master of his instrument. Among the pieces he played were two romances of his own, which were interesting compositions. He was loudly applauded." The price of season tickets for the Exhibition has been reduced to 3 marks.

Would you know how to become a good pianist? Then, here is Paderewski's secret, condensed into six precious directions:—

1. You must have the gift.
2. You must choose a good master, and obey him blindly.
3. You must practise exercises four hours daily, and give one hour to digital agility.
4. You must remember that agility alone does not suffice; you must also possess rhythm, precision, and practise the pedals.
5. You must exercise the five fingers equally. Study especially the passing of the thumb under the hand and the passing of the hand over the thumb.
6. You must strike the notes with assurance, and deeply, and make use of the pedal in the central octaves to give colour.

Follow these precepts, says the celebrated virtuoso, and in ten years you will be a passable pianist.

According to a telegram from Warsaw, an important scheme is on foot for the complete re-organisation of the famous Warsaw Conservatoire de Musique, of which institution Paderewski has accepted the directorship, on the understanding that certain reforms are carried out in accordance with his views.

It is reported that the celebrated pianist is seeking the co-operation of M. Edouard de Reszke as professor of singing, while the names of several other famous musicians are mentioned in connection with the work of reconstruction. Much must depend, of course, on the funds available: but it is stated that the Governor has promised his enthusiastic support.

The programme of the orchestral concert at the Royal Belvedere this evening will be as follows:— (1) Hodenberg-Marsch, Trenkler. (2) Overture "Rübezahl," Flotow. (3) Erbkönig, Ballade, Schubert. (4) Dance Bachantes, Gounod. (5) Einleitung zum III. Akt und Tanz der Lehrbuben aus "Die Meistersinger," Wagner. (6) Largo, Händel. (7) Grosse Fantasie aus "Samson und Dalila," Saint-Saëns. (8) Overture "Si j'étais roi," Adam. (9) In's Zentrum, Walzer, Strauss. (10) La petit Tonkinoise, Ponkin. (11) Jokus-Galopp, Fahrbach.

At the Central Theatre today, *Spatzenliebe*, a comedy in four acts by Louis Artus, the German by Franz Schreiber, will be given for the 7th time. This piece will be repeated tomorrow, Sunday, and Monday evenings. *Irrlichter* (the fate of a woman),

Notice to Pension Proprietors and Shop Keepers.

Applications for rooms, &c. are reaching The Daily Record from delegates arriving in Dresden to attend the Esperanto Congress. Every Pension and Store desirous of obtaining tourist patronage should subscribe to and advertise in The Daily Record.

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in four acts, by Helene Völk, will be produced for the first time on Tuesday, the 11th instant. On Sunday afternoon, at 3.30, *Der Teufel*, a play in three acts by Franz Molnar, will be given at half-prices.

Reuter telegraphs from Innsbruck:—Karl Finke, an apothecary, of Dresden, fell from the Totenkirehl, in the Kaisergebirge, and was killed. The body of a chamois hunter named Lamprecht, recently killed by a fall, has been recovered near Pfunders.

The guards in the city today are furnished by the 2nd Grenadier Regiment No. 101. The band plays about 12.40 p.m. at the Schloss Platz.

In the *Fundamt* of the *Königliche Polizeidirektion*, Schiess Gasse 7, found articles—such as jewellery, gold or notes, purses, umbrellas, sticka boas, clothing, bunches of keys &c.—which have been lost in the streets or squares or left in droschkes, and been given up, are kept.

The public are hereby informed of the arrangements of the *Fundamt*, and in particular that it is advisable to enquire for lost articles frequently within twelve months after the loss.

Finders of articles are reminded that they are compelled by law to give immediate notice of the finding of any article of the value of from three marks upwards, at the *Fundamt* or at the office of the Police district in which the finder resides.

It is urgently recommended that the loser of an article should make enquiry at the *Fundamt* personally, and not by a deputy who is insufficiently and perhaps not at all acquainted with the lost property.

Special lost property offices are established: for the tram-lines at Georg Platz 5; for the omnibuses at Werder Strasse 35 and at the Hauptbahnhof.

LARGEST PARISH CHURCH.

The succession of the Rev. Sholto Douglas, formerly a rector, to the peerage naturally recalls the similar case of the late Earl of Chichester, who was vicar of Great Yarmouth when he succeeded to the House of Lords. The parish church of Great Yarmouth is the largest in England, though St. Michael's, Coventry, lays claim to that distinction, without, however, having proved its claim to the satisfaction of anyone outside Coventry.

The new Lord Blythwood traces descent from that Douglas who carried Bruce's heart to Palestine, and, when finding himself surrounded by Saracens, flung it into their midst, saying, as most schoolboys have learned, "Forward, brave heart." The family has passed through many vicissitudes during the past few weeks. First came the announcement of the death of Mrs. Sholto Douglas at Douglas Support, near Coatbridge, and newspaper readers are only now recovering from the surprise and sorrow felt by the family in their next loss—the destruction by fire of the ancestral Coatbridge mansion.

CHURCH SERVICES: DRESDEN.

ALL SAINTS' (ENGLISH) CHURCH, Wiener Strasse. Friday, August 7th. 11.0 a.m. Matins and Litany. Sunday, August 9th. 8th Sunday after Trinity. 8.0 a.m. and 10.0 a.m. Holy Communion. 11.0 a.m. Matins and Sermon. 6.0 p.m. Evensong and Litany. Wednesday, August 12th. 11.0 a.m. Matins and Litany. Friday, August 14th. 11.0 a.m. Matins and Litany. Chaplain: The Rev. C. A. Moore, M.A., B.C.L.

THE AMERICAN CHURCH OF ST. JOHN, Reichs Platz 5, at the head of Reichs Strasse. Sunday, August 9th. 8th Sunday after Trinity. Holy Communion 8.0 a.m. Morning Service and Sermon 11.0 a.m. Afternoon Service and address 5.30 p.m. The Rev. J. F. Butterworth, M.A., Rector.

CHURCH OF SCOTLAND (Presbyterian), Bernhard Strasse 2, at the corner of Bismarck and Winkelmann Strasse. Divine Service Sunday morning at 11, and evening at 6 o'clock. Communion on the first Sunday of the month. Rev. T. H. Wright, Minister.

DRESDEN

CURRENT ENTERTAINMENTS.

Royal Opera House.

Closed till August 8. Sunday, August 9 . . . Margarethe . . . at 7.30 Monday, August 10 . . . Oberon . . . " 7.30 Tuesday, August 11 . . . Maurer und Schlosser . . . " 7.30

Royal Theatre Neustadt.

Closed till September 11.

Residenz Theatre.

Tonight . . . Alt-Heidelberg . . . at 7.30 Saturday night . . . Der Weg zur Liebe . . . " 7.30

Central Theatre.

Tonight . . . Spatzenliebe . . . at 8 Saturday night . . . Spatzenliebe . . . " 8

Museums &c.

Royal Picture Gallery. Tuesdays, Thursdays, Fridays 9—5. Sundays and Holidays 11—3 free entrance. Wednesdays, Saturdays 9—5 .A 0.50. Mondays 9—1 .A 1.50.

Royal Kupferstich Kabinett (Zwinger). Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays 9—2. Sundays and Holidays 11—2 free entrance. Mondays closed.

Royal Zoological and Anthropological-Museum (Zwinger). Sundays and Holidays, Mondays, Tuesdays, Thursdays, Fridays 11—1, Wednesdays and Saturdays 1—3 free entrance.

Royal math.-phys. Sales (Zwinger). Mondays, Tuesdays, Wednesdays, Thursdays and Fridays 9—12, Sundays and Holidays free entrance. Saturdays closed.

Royal mineral. geol. and prähist. Museum (Zwinger). Mondays, Tuesdays, Thursdays, Fridays 10—12, Wednesdays and Saturdays 1—3, Sundays and Holidays 11—1 free entrance.

Royal Collection of Porcelains (Johannseum II). Mondays, Tuesdays, Wednesdays, Thursdays and Fridays 9—2 .A 0.50, Saturdays 9—2 .A 1.50, Sundays and Holidays 11—2 .A 0.25.

Royal Collection of Sculpture in the Albertinum and An der Frauenkirche 12, I. (Coesel-Palais). In the week (except Saturdays) 9—3, Sundays and Holidays 11—2 free entrance.

Körner-Museum (Körner Strasse 7). In the week 9—2, Wednesdays and Saturdays 9—1 and 2—5, Sundays and Holidays 11—2 .A 0.50.

Royal popular Library (Japan Palais). In the week 9—2 and 4—6 (except Saturdays) free entrance. Sundays and Holidays closed.

Sächsischer Kunstverein (Brühlsche Terrasse). Picture exhibition german artists. Open daily 10—5, Sundays 11—2. Entrance fee .A 1.—; Sundays and Wednesdays .A 0.50.

Galerie Ernst Arnold, Schloss Strasse. Porcelains, picture exhibition.

MOVEMENTS OF LINERS.

North German Lloyd S. S. Co., Dresden office: FR. BREMERMANN, Prager Strasse 49.

YESTERDAY'S REPORTS.

"Gneisenau," from Bremen for Australia, left Bremerhaven August 5th. "Bülow," from Bremen for New York, arrived New York August 5th. "Scharnhorst," from Bremen for Japan, left Nagasaki August 5th. "Derfflinger," from Bremen for Japan, arrived Penang August 6th. "Prinz Ludwig," from Japan for Bremen, left Penang August 5th. "Kaiser Wilhelm II.," from Bremen for New York, left Cherbourg August 5th.

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GENERAL NEWS.

(Continued from page 1.)

NEWS FROM AMERICA.

BIG ORDER FOR RAILROAD CARS.

New York, August 6.

A report from Pittsburg states that the Gould and Harriman railroad companies have placed orders with Pittsburg firms for steel cars to the value of ten million dollars.

INTERNATIONAL MOTOR-BOAT RACES.

New York, August 5.

In Monday's international motor-boat race in Long Island Sound the engineer of "Dixie II," the winner, became unconscious four miles from the finish through the gasoline fumes. Capt. Pierce also suffered from the fumes, but steered his boat with one hand, while endeavouring to resuscitate his companion with the other. The engineer did not recover, however, until treated by doctors after "Dixie II's" victory. The Daimler boat broke her connecting-rod while lying second.

THE GREAT FIRE IN BRITISH COLUMBIA.

Victoria (British Columbia), August 5.

Latest advices from the fire district report that Hosmer has escaped the flames. Buildings in Michel were blown up with dynamite, and the town was thus saved. The women and children were conveyed by the railway to the nearest towns. The death roll in Fernie is estimated at 100, while at the Elk logging camp, in the vicinity, 60 men and 4 women perished. Seven bodies have been recovered at Sparwood. The Government and neighbouring towns are sending relief with the utmost speed.

Victoria (British Columbia), August 4.

The Mayor of Cranbrook estimates that 170 lives have been lost in the vicinity of Fernie, as a result of the bush fire, and damage done to the value of \$8,000,000.

A telegram from Fernie last night said: Elk River Valley is a seething hell, the number of deaths probably being greater than in any catastrophe since the San Francisco earthquake. The area of devastation stretches from Fernie to Michel, and includes Hosmer and Sparwood. Two railroad bridges have been burned.

The people are deserting Michel, making for the prairies.

The Dominion Government has telegraphed for particulars of the bush fire, and will contribute a sum proportionate to the necessities of the case. Gen. MacDonald, of the Ordnance branch of the Militia, has ordered the despatch of all military tents from the nearest district to Fernie, to afford shelter for the homeless.

ALL GERMANY COMES TO THE AID OF
COUNT ZEPPELIN.

SEQUEL TO WEDNESDAY'S DISASTER.

The disaster that befell Count Zeppelin's air-ship at Echterdingen on Wednesday may not, after all, be without its bright side. All day yesterday telegrams continued to reach us reporting that cities in every part of the Empire had started collections with the object of rendering it possible for Count Zeppelin to start anew with an abundance of ready cash at his disposal. Mannheim, we are given to understand, was the first to actually start a Zeppelin fund, the movement having commenced an hour or two after the reception of the unfortunate news. Herr Karl Lanz, a prominent citizen of Mannheim, immediately donated 50,000 marks to the fund. The Cologne fund already reports donations to the amount of 2,000 marks. There is thus every reason to believe that the public will respond with marked generosity to the laudable object, though it must not be forgotten that popular enthusiasm during the last day or two has been stimulated to its highest pitch. Before the inevitable relapse comes, however, we hope that the intrepid Count will have gained enough financial support to commence the construction of a new airship. When this is completed it will carry with it the good wishes of every sportsman in the world. Rarely indeed do we witness the spectacle of a man "playing the game" with such splendid determination and courage as Count Zeppelin.

The telegrams we give below throw more light on the destruction of the air-ship. It will be noticed that the despatches are slightly contradictory, but we give them as received.

Echterdingen, August 5.

The disaster to Count Zeppelin's air-ship was due to a sudden and violent squall which struck it, and lifted one of the gondolas into the air. Falling again to the ground, the gondola was smashed and a motor exploded, setting fire to the envelope. Several of the soldiers who were holding the gondola were lifted into the air with it and severely hurt by the explosion. Count Zeppelin, overwhelmed by the sudden destruction of his life's work, was brought here in an automobile. The number of the injured is not yet known with certainty. Between forty and fifty thousand people witnessed the cata-

strophe. The air-ship was carried away by the storm and, burning in the air, completely destroyed.

Stuttgart, August 5.

From further reports of the disaster, it appears that no one was killed but that two or three persons were severely hurt. It is confirmed that the air-ship was totally destroyed, the frame being carried away by the storm. Count Zeppelin came from Echterdingen by automobile to Stuttgart, and started then for Friedrichshafen by the 6.9 express. The newspapers have opened subscription lists for the Count.

Echterdingen, August 5.

Further reports of the disaster to Count Zeppelin's air-ship are to the following effect. It was about three o'clock in the afternoon when a storm came on suddenly. The air-ship, which was under repair and only temporarily anchored, broke adrift. A whirlwind carried it against some fruit trees which were bending before the violence of the squall. The next moment there rose into the air a great sheet of flame which soon enveloped the air-ship and consumed it. Officers and soldiers ran forward to do what they could to help. The leg of one of the fitters engaged in repairing the ship when the squall struck it was torn open by an anchor; another fitter and a soldier were much injured and taken off to hospital in Stuttgart. The crowd was kept back by military. Meanwhile, an officer had brought news of the disaster to Count Zeppelin; who, clasping his hands to his head, reeled and fell. The crowd in Echterdingen, most of whom were strangers and as yet knew nothing of what had happened, nevertheless continued cheering; but the Count, deeply affected, waved them off, and drove away in an automobile at high speed to the scene of the wreck. Amid a continuous roar of cheering he inspected what remained of the product of years of anxious work; and, after examining the wounds of the injured men, drove back to the inn. The enthusiasm of the crowd was indescribable. A little later he started for Stuttgart to catch the express for Friedrichshafen.

Stuttgart, August 6.

The shattered frame and the motor of the airship still remain on the roadway between Echterdingen and Bernhausen, and are guarded by infantry and dragoons. It is expected that during the course of this afternoon the debris will be collected, packed, and despatched to Manzell. Upon the arrival of Count Zeppelin at Friedrichshafen at 10 o'clock last night he was greeted by an enormous crowd of sympathisers. On the platform were his daughter and the Countess Hela Zeppelin. He at once drove to the "Deutsches Haus" hotel, outside of which the crowd incessantly cheered him. Enthusiasm reached a climax when the nobleman appeared on the balcony, visibly moved by his reception. He then retired, and the crowd broke up.

THE BRITISH COLUMBIA FOREST FIRES.

We are quite in agreement with one of our contemporaries who suggests that when the full extent of the forest fires in British Columbia is realised it will be found to be the most appalling disaster that has ever overtaken Canada. The greater part of southern British Columbia is covered either with dense forest or with scrub; and the relatively small clearings which have been made, in which the new townships of the district nestle, are no protection against a fire of such extraordinary magnitude as the present, which is helped on its course by a strong wind. In the result, mile after mile has been converted from timber into tinder; hundreds of the settlers are ruined; many, there is but too much reason to believe, have perished in the flames. In the city of Fernie thirty lives have been lost, and 5,000 persons are homeless; the damage in many other places is incalculable. It will be well for British Columbia if she recovers from this disaster in a decade, even with the help that is being given by the Canadian Government, by the Canadian Northern and Canadian Pacific Railways, and by the people in the Western United States, who know only too well the nature of the calamity that has just visited British Columbia. Even grants-in-aid and such practical efforts of help can often do little to rescue the homeless from misery; the sturdy character and inborn grit of the settlers themselves, however, will make them start rebuilding their houses almost before the charred timbers of the old have ceased to glow. It would be gratifying if some practical demonstration of British sympathy with brave kinsmen across the seas could be given at this time, either by means of a national fund or by some other organised effort of help. Such good works are a far more acceptable form of Imperialism than after-dinner perorations.

TURKISH REGENERATION.

Prince Sabaheddine, the nephew of the Sultan (the *Bystander* says) is the shadowy figure moving behind the scenes of the Ottoman drama of liberty, and in Paris for years he has controlled the progressive forces which have now broken out in so formidable a guise in his country, and which are

destined, soon or late, to bring the Sultan's edifice of despotism and tyranny to ruins. In Paris the Prince is the centre of a circle of enthusiastic, energetic, and highly intellectual young Turkish men representing the Young Turkish party, several of whom, like himself, have suffered for their patriotism. He has a close intimacy with international politics, is deeply versed in social problems, and has vast erudition generally.

COURAGE OF MEN AND WOMEN.

How do men and women face death when the sentence is pronounced by the doctor? A medical man gives his experience in *Woman's Life*. Tell the man of higher type and greater intelligence, the doctor says, that he is facing death, and he begins to fight, demands a consultation, talks about going to specialists, and fights grimly to the finish. Tell a woman the same facts, and she lies back to await her fate. All women are fatalists. On the other hand, tell a man that he has one chance in a thousand to recover if he will undergo an operation, and he will trust to his own strength and endurance rather than undergo the knife. The woman will choose the thousandth chance, and submit to the operation with astounding calmness.

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