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W., Potsdamer
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Telephone:
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ACROSS THE HERRING POND.

(Notes from our New York correspondent.)

THE PROGRESS OF AERIAL NAVIGATION.

From the great number of applications for patents which have been received at the Patent Office in Washington for flying machines and dirigible balloons of many sorts and shapes, it would seem that thousands and thousands of people in the United States are racking their brains to solve the problem of flying. Every day there are reports in the newspapers from some part of the country or other of more or less successful attempts to fly. Nor is there any lack of inventors who think they have hit upon the one and only practical solution of the difficulty. As a matter of fact, the interest shown in America in aerial navigation is very great, and the military authorities are beginning, after a long period of apathy, to pay serious attention to the subject. So much success has been attained in one way or another in essaying "the conquest of the air" that an announcement has been made in all seriousness that aerial navigation will be taken up in the near future on a commercial basis. In Boston, for instance, the American Aerial Navigation Company has just been formed, and has issued a notice that within eighteen months a regular service of airships for freight and passengers will be established between Boston and New York. Moreover, according to reports from Boston, the Company will build more airships and eventually carry on aerial services in various districts of the United States, Canada, and Mexico. The first experiments will be made with small airships to carry only two passengers besides the official in charge. The stations will be erected near the railroad lines on the town boundaries, and here gas-works will be established for the supply of the balloons. Pending the opening of regular airship lines on a large scale, air traffic will be inaugurated and carried on between North Adams and Pittsfield in the State of Massachusetts, in order to familiarize the public with the new means of communication.

At a Peace Congress recently held in North Carolina a new peace agency was formed with the official title of "Peace and Arbitration League," which differs essentially from already existing peace societies in respect of its "practical peace programme." The League aims at introducing an effective means of settling disputes by arbitration, but at the same time advocates the maintenance of adequate national armaments. On this practical peace programme President Roosevelt, who only a short time ago developed his own views with regard to the strength of the United States fleet to a council of Admirals assembled at Newport, has expressed himself in a remarkable manner. The new League elected him its first Honorary President, and, in a letter addressed to the President of the League accepting the election, President Roosevelt in a measure reveals the character of his own peace policy, inasmuch as he declares his entire approval of the League's programme.

President Roosevelt writes: "I have received your letter informing me of my election as the first Honorary President of the Peace League. I gladly accept the election, as I think that the whole American people should assent to what you term your practical peace programme—should assent, that is to say, to the doctrine that we are bound to provide necessary armaments in order to defend ourselves against any attack, but that we should at the same time endeavour to have all kinds of disputes that may arise between us and foreign Powers settled by the award of an Arbitration Court, if that is possible. In other words, I agree with your views, to provide for the defence of the country and at the same time to make the most rapid progress possible in securing the lasting peace of the world. As you very rightly remark, we must undoubtedly have a predominating force in our own possessions and the adjoining waters of the Atlantic and Pacific oceans; and we should do all we can to conclude agreements with other nations for mutually guaranteeing each other's territories and sovereignty, and for referring all other questions to arbitration."

Thus President Roosevelt shows himself, in the domain of national endeavours for peace as in

other things, to be the purely practical statesman who begins with the actually attainable, while at the same time an ardent champion of the Roman principle *Si vis pacem, para bellum*. But some of the members of this practical Peace and Arbitration League have high aims which they hope to be able to realize in the near future. They look, for instance, for a permanent Court of Arbitration at The Hague with a supreme authority to keep the peace. For that post, they declare, only the King of England, the German Emperor, President Roosevelt, or Mr. Carnegie could come in question.

GENERAL NEWS.

NEWS FROM ENGLAND.

THE NEW MILITARY AIRSHIP.

(From our London correspondent.)

London, August 6.
The renovated "Nulli Secundus" of which great expectations are entertained continues to repose in deepest secrecy in her shed on Farnborough Common. Inquisitive spectators are warned off, but this did not prevent the assembly of a large crowd in the vicinity every day this week. They were drawn thither by the report that an ascent might be made any day of the week, but so far they have been disappointed. Hundreds of tents have been erected near the shed, these forming the camp of the Public Schools Volunteers. As the War Office is desirous of maintaining strict secrecy on the occasion of the next ascent it is probable that this will not be made until the tents have been removed. The airship, moreover, is not yet ready for another trial, as it now transpires that the damage sustained during the last ascent was far more serious than was at first realised. Parts of the machinery were badly damaged, besides which several rods of the framework were bent. These repairs will take a few days to complete. It is expected, however, that an ascent will be made tomorrow or on Saturday.

The news of the destruction of Count Zeppelin's airship at Echterdingen has produced expressions of sincere sympathy in the Press here. Attention is drawn to the circumstance that the three great Powers foremost in aerial research have suffered grave disappointment within the space of twelve months. On October 10th of last year the original "Nulli Secundus," the first British airship, was wrecked while at anchor in the Crystal Palace grounds after a remarkably successful cruise from Aldershot. Shortly afterwards, the "Patrie," the famous French airship, met a similar fate. The balloon was torn free by the wind and carried off in the direction of Ireland. She has never been heard of since.

GERMAN VICTORY AT COWES REGATTA.

(From our London correspondent.)

London, August 6.
The principal event in Wednesday's programme at the Cowes Regatta was the race for the German Emperor's Cup, the course for which was from Cowes round the Bullock Patch and Lymington Buoys, a distance of 47 miles. The entries were:—

Yacht.	Rig.	Owner.	Time allowance
Germania	Schooner	Herr Krupp	Scratch
Cicely	Schooner	Mr. Cecil Whitaker	14m. 6s.
Carina	Cutter	Mr. Pearce	30m. 33s.
Creole	Cutter	Col. Bagot	43m. 5s.

"Creole" secured a capital lead at the start, while "Cicely" and "Germania" followed across neck and neck. "Carina" was last to enter the course. The wind was increasing in strength, but the yachts carried full sails. When the yachts returned from Lymington "Germania" was leading "Cicely" by 5min. and "Carina" by 27min. "Creole" had then given up. The German schooner maintained her lead and finished first, beating "Cicely" by about a minute.

AMERICAN VIEW OF OLD AGE PENSIONS.

New York, August 6.

Great difference of opinion is expressed in the American Press regarding the passage of the Old-Age Pensions Bill. Some writers describe the measure as inevitable, and the precursor of still

more important Acts framed to help men whose wages are insufficient to enable them to make provision for old age; while others attack the measure. The *New York Times*, in an editorial entitled "England's Folly," says:

"The world now has the spectacle of the most conservative of civilised nations pledged to carry out a Socialistic measure in its most irresponsible, unstable, and theoretical form, a measure which implies the tacit admission that the daily wage is insufficient to provide for individual life beyond the years of usefulness."

Other comments are in the same strain. This bill is considered a very serious matter indeed by American exporters, because they entertain the belief, which is freely expressed, that England will probably be unable to find the money necessary for old-age pensions without imposing an import tariff, which it is expected would affect the United States more vitally than any other country.

WHICH FLEET WON THE MIMIC WAR?

It is well known, writes a naval expert in the *Telegraph*, that Admiral Lord Charles Beresford and Vice-Admiral Sir Francis Bridgeman, the commanders of the two fleets which recently engaged in strategical operations in the North Sea, are not agreed as to the outcome of the manoeuvres. Victory, it is understood, is claimed by both officers, but nothing is known as to the arguments advanced on either side. The manoeuvres came to an earlier conclusion than was expected, without the two fleets meeting.

In these circumstances Admiral of the Fleet Sir Arthur Wilson, G.C.B., V.C., has consented, at the request of the Admiralty, to act as umpire, and all the reports bearing upon the scheme and the movements of the fleets have been referred to him for his judgment. In naval circles at Portsmouth it is presumed that this action has been taken so as to ensure an absolutely independent judgment by an officer whose authority as a strategist and tactician is regarded as unrivalled. Sir Arthur Wilson has been living in retirement in Norfolk since he relinquished the command of the Channel Fleet.

He has the distinction of having had more experience in supreme command in naval operations than any admiral in the British or any other fleet. On hauling down his flag on leaving the Channel Fleet in March of last year, Sir Arthur Wilson was promoted by the King to the rank of Admiral of the Fleet by special order in Council in recognition of his long and brilliant service. He entered the Navy over fifty-three years ago, went through the Crimean war, the Chinese war of 1858-9, and the Egyptian campaigns of 1882 and of 1884, when he gained the Victoria Cross. After acting as a Lord of the Admiralty and Controller of the Navy, he flew his flag as Commander-in-Chief in the old Home and Channel Fleets successively for a period of six years.

In answer to a question in Parliamentary papers, the First Lord of the Admiralty stated that the practical purpose of racing the "Indomitable" was that of an endurance test at high speed.

NEWS FROM AMERICA.

THE GREAT FOREST FIRE.

Victoria (B. C.), August 6.

The death roll in the great fire has been exaggerated. Latest reports show that the total number of deaths is probably 70. Ten persons have recovered. Fernie is still smouldering, and threatens to set fire to Michel. A breeze is feared. Kooteney mining and smelting works are crippled, and 10,000 people are thrown out of work.

CHARGE AGAINST AMERICAN CONSULS.

Washington, August 6.

The Government of Honduras has declined to comply with the demand of the United States Government for the revocation of the order annulling the exequaturs of American Consuls; alleging, as a reason for its refusal, that the Consuls interfered in the internal policy of Honduras and, together with the Vice-Consuls of France and Norway, advised the town of Ceiba to surrender to the revolutionaries.

(Continued on page 2.)