

Berlin Office:
W., Potsdamer
Strasse 10/11.
Telephone:
VI 1079.

The Daily Record

and THE DRESDEN DAILY.

THE FIRST DAILY PAPER IN ENGLISH PUBLISHED IN GERMANY.

№ 773.

DRESDEN AND BERLIN, SATURDAY, AUGUST 22, 1908.

10 PFENNIGS.

The Daily Record is delivered by hand in Dresden, and may be ordered at any Post Office throughout the German Empire. It is published daily, excepting Mondays and days following legal holidays in Dresden.

Monthly Subscription Rates: For the whole of Germany and Austria, mark 1.—. For other countries, marks 2.50.

THE BLUE RIBBAND OF THE ATLANTIC.

Ever since the huge Cunarders "Mauretania" and "Lusitania" made their debut in the Transatlantic passenger service we have become accustomed to almost daily accounts of old records broken and new ones made by these ocean leviathans. It is safe to say that the majority of these accounts have been grossly exaggerated, or based upon insufficient and unauthentic data, but the fact nevertheless remains that the new Cunarders have wrested the coveted blue ribband of the Atlantic from the German companies, who held it uncontested for several years. As we write there comes to hand a statement, issued by the Cunard officials in New York, to the effect that the "Lusitania" is making an average speed of 26.66 knots on the western trip across the Atlantic, thus establishing a new record. If that average can be maintained, she should easily make a record passage from Daut's Rock to Sandy Hook, and the officials confidently believe she will accomplish the journey in four days. In June, it will be remembered, she was twenty hours and eight minutes over the four days in completing the passage. This report is confirmed by a message from Liverpool, stating that between Sunday noon and Monday noon, the "Lusitania" covered a distance of 650 knots at an average hourly speed of 26.66 knots, thus establishing a new world's record for a day's run. A triumph indeed for the shipbuilders who turned out this magnificent example of a modern floating palace, and for the engineers who constructed the mighty engines which drive the vast bulk, representing a weight of some 35,000 tons, through the water at the speed of a railway train. Since it has been proved that the measure of a vessel's speed is the space devoted to her engines, we may anticipate the building of 40,000-ton or ever larger liners within the near future, with a corresponding increase in speed which will enable the hurrying traveller to cross from the New World to the Old, or vice-versa, in three days or thereabouts.

While the Cunard Company at present holds all the records, the great and progressive German companies are not very far behind. The North German Lloyd liner "Kronprinzessin Cecilie," which arrived at Plymouth from New York last Monday morning, made remarkably fine passages both on the outward and homeward voyages. On the westward passage, we learn, she steamed from Cherbourg to New York in 5 days 15 hours 23 minutes, the shortest space of time in which the distance, 3,142 miles, has ever been accomplished. The average speed was 23.21 knots. The highest day's run was 590 nautical miles, the others being 530, 542, 541, and 545 nautical miles, with 361 nautical miles to the Eddystone lighthouse. Passing Sandy Hook at eight minutes past noon on Tuesday (August 4th) the liner passed the Eddystone at 3.20 a.m. on Monday last, having occupied just seven minutes longer on the trip than did the "Deutschland" on the occasion of her record voyage. While comparing this result with previous achievements along the same lines, it should not be forgotten that owing to the time of year the liner had to take the southern or longer course; but although she does not quite possess the speed of her British rivals, the new Cunarders, she brought her mails to London this last trip in 5 days 17 hours 43 minutes, and her passengers in 5 days 18 hours 14 minutes, a world's record for the distance she covered. The difference in the time between the arrival of mails and passengers is due to the circumstance that the mailbags left Plymouth on a special train for London one hour before the passenger special left Millbay.

From the business man's point of view this marked decrease in the time occupied in crossing the Atlantic is favourable in the extreme. It enables the busy man of affairs with interests on both sides to personally supervise the conduct of his business in New York and in London without leaving his desk at the head office for more than a week or two. But there is another side to the question. People who cross the Atlantic on pleasure bent, with plenty of leisure at their disposal and no object but to gain the greatest amount of enjoyment from the trip, look askance at the four-day boats. They contend that at least two or three days are required by the landsman to "find his

Paris * Dresden * New York

Fur-Styles

are here in great variety to select from.

Cloaks, smart Jackets, rich Neckpieces, the Muffs
in Sable, Mink, Ermine, Chinchilla, Seal-skin, Squirrel,
black Lynx, Pony, Fox, &c. &c.

H. G. B. PETERS, Furrier.

52, Prager St. opp. Thos. Cook & Son. 52, Prager St.

sea-legs," and, incidentally, to fully appreciate the excellent cuisine for which modern liners are deservedly famous. It is certainly annoying to emerge on deck for the first time after a two or three days' purgatory in one's stuffy berth, to acquire an interest in life and develop a ravenous appetite, and then to learn that trunks must be repacked in anticipation of an early landing. An experience of this kind is rarely repeated unless haste is an important factor. Experienced Transatlantic travellers to whom time is no object favour the seven, eight, and nine day boats, preferring quiet comfort and the subtle charm of the sea with which one comes more truly into touch when voyaging on one of those veteran liners irreverently designated "old tubs." Indeed, it has been truly said that after crossing the Atlantic on a modern racing greyhound, the passenger stands in greater need of a restful holiday than before he started. That state of extreme tension perceptible throughout the whole ship when a record is being striven for rarely fails to communicate itself to the passengers, who become wildly excited over each day's run and develop unsuspected gambling tendencies which help to swell the pool. The one topic of discussion is the ship's speed; flying stewards are forcibly detained by the collar and bombarded with all sorts of questions; charming sirens endeavour to wheedle exclusive information out of hard worked engineer officers who come on deck for a breath of fresh air after a strenuous spell in the stifling engine room; and occasionally a particularly self-confident individual even invades the sanctity of the bridge ladder, only to meet with an icy reception from the officer of the watch. No doubt it is all very great fun, but the old voyager nevertheless sighs for the days of long ago, when a journey across the Atlantic represented twelve days of absolute rest, unbroken by the importunities of the pool fiend or the maddening excitement of the smoking-room bulletin board.

GENERAL NEWS.

NEWS FROM ENGLAND.

THE CRONBERG MEETING AND THE POLITICAL SITUATION.

London, August 20.

According to *Reuter's Bureau*, the report current in London that the return to town of the Prime Minister and the Secretary of State for Foreign Affairs was caused by the meeting of King Edward with the Emperor William, is incorrect. It is true that Sir Edward Grey had a conference with Mr. Asquith, but it had been arranged before the Cronberg meeting took place, and only concerned the usual questions that arise during the Parliamentary recess.

DIPLOMATIC APPOINTMENTS.

London, August 20.

King Edward has approved the appointment of the Hon. R. Lister, C.V.O., present Counsellor of Embassy in Paris, as Ambassador in Tangier as successor to Sir Gerard Lowther, who was recently appointed Ambassador in Turkey.

CABINET OPINION OF A NAVAL LOAN.

London, August 21.

The *Daily Telegraph* learns that some members of the Cabinet disapprove of the fleet loan project, and are in favour of using a portion of the Sinking Fund in order to meet the increased demands for naval expenditure next year. The article implies

that the Prime Minister advocates the latter alternative.

BOMB OUTRAGES IN INDIA.

Calcutta, August 20.

The magistrate at Alipore yesterday committed 30 of the 32 men charged in connection with the discovery of bombs in Mr. Arabindo Ghose's garden at Manicktollah to take their trial at the Sessions. They include Mr. Arabindo Ghose himself.

Narendro Nath Gossain, who turned approver, was enlarged yesterday afternoon. The case of Berinadro Ghose, brother of Arabindo Ghose, was adjourned. He may claim to take his trial as a European, having been born at Croydon, England.

NEWS FROM AMERICA.

ADMIRAL EVANS'S RETIREMENT.

New York, August 20.

The retirement of Rear-Admiral Robley Evans, senior officer in the United States Navy, which coincided with the celebration of his sixty-second birthday, was marked by the presentation of a magnificent loving-cup from a number of the Admiral's admirers.

In acknowledging the gift, after warmly expressing his thanks to all who had united in wishing him the good things of life during the more leisureed period that now lay before him, the retiring Admiral proceeded to speak of the present position of the Navy, and its probable future.

The Japanese war scare, he declared, had been grossly exaggerated. The idea of war with Japan at present was preposterous, though what the future might hold no one could say. It was necessary for the United States at all costs to maintain a strong position as regards the Navy.

Admiral Evans urged that America should definitely make up her mind to gain and maintain the supremacy of the seas, which she might easily do by the organisation of fleets of 24 battleships in each ocean.

Referring briefly to his own work in the Navy, the Admiral declared that his greatest work had been the organising and carrying out of the American Fleet's voyage round Cape Horn.

FAMOUS LADY CLIMBER MISSING.

New York, August 20.

A message from Lima, published here, states that Miss Annie Smith Peck, the daring woman mountaineer, is missing. Miss Peck started last week on another attempt to scale Mount Huascaran, which presents one of the most formidable climbs in the Peruvian Andes, and which on a previous occasion she ascended to the then unprecedented height of 19,000 feet.

On Friday the gratifying information reached Lima that she had succeeded in her task, and that a woman's foot had been the first to tread the everlasting snows on Huascaran's summit, 25,000 feet above the sea level. Since then, however, nothing has been heard of her party, and in view of the great dangers by which it must certainly have been beset great anxiety is felt regarding her safety. Several search parties have been sent from Lima, and will explore the mountain sides by different routes in the hope of meeting the party descending.

Miss Peck, who, besides being an experienced and venturesome mountain-climber, is a distinguished classical scholar and lecturer, was the first woman to ascend to the edge of the crater of Orizaba. Volcanoes have no terror for her, and she counts the ascent of Popocatepetl as one of her most enjoyable adventures. She has also explored the course of the Amazon, and is a member of the National Geographical Society.

THE ILLINOIS RACE RIOTS.

New York, August 20.

A telegram from Knoxville, Illinois, reports that the racial troubles are spreading in many of the mining districts, and that despite the efforts of the authorities, serious rioting continues. The negroes are fleeing from the towns and taking refuge in the open country. It is reported at Knoxville that a black woman and her five children were, yesterday, seized by the mob and burned alive a little distance out of the town.

(Continued on page 2.)