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# 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.

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## 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 ribbon 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

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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.)



# BERLIN

The Emperor has agreed to a grant of 100,000 marks from the contingency fund being given to the Robert Koch Institute for combating tuberculosis.

The Berlin correspondent of a London contemporary writes to his paper as follows: From conversations which I have had with several diplomatic and political personages, it is clear that the visit of Mr. Lloyd George to Germany is the one supreme topic of interest at the present moment, and it is equally clear that there are very few people ready to believe that the British Chancellor's sole object in view is the study of the German system of Old Age Pensions.

The current talk of navy limitation is not, however, received with enthusiasm, and the opinion expressed is that the moment has not yet arrived for any agreement on the subject. No one denies that a better understanding is urgently needed, but it is contended that there are other ways of securing it than by mutual interference in naval policy.

The Navy League contends that statements which have been made in the English Press to the effect that Germany is building faster than Great Britain are not substantiated by facts, and expresses absolute confidence that whatever proposals, if any, may be put forward for limitation, Germany will carry out her naval programmes as laid down until 1911. The only question which arises is whether within that period the Reichstag may withhold further increases.

It is said that Mr. Lloyd George will meet other important personages besides Admiral von Tirpitz, and it is quite possible that he may have an interview with Prince Bülow, but it is not looked upon as possible that so important a topic can be definitely discussed at these informal meetings.

But while the present time is not held auspicious for talk of limitation, some of those with whom I have conversed suggest that by the time King Edward and Queen Alexandra pay their State visit to Berlin matters may have advanced to a stage that shall render an understanding possible. By then, the new Budgets for 1909 will be known, or, at any rate, the financial position of the two countries will be made clear. Germany expects to have to face a very heavy deficit, which may be a more important factor than Press talk and Ministerial interviews.

The *Mittagsblatt* states that experiments were carried out on Tuesday with a new explosive, invented by Herr Fritz Gebre, an engineer, in the presence of the Artillery Tests Commission of Berlin, and representatives of the Bavarian Ministry of War. The trials were remarkably successful, and caused astonishment to the military personages who witnessed them.

According to the *Mittags-Zeitung*, the German military airship should have made a long distance trip on Tuesday night to the North Sea, the objective being somewhere in the Hamburg district. The start was to have been made at ten o'clock, but owing to defects in both motors, it was delayed until one o'clock Wednesday morning.

At half-past three the airship was obliged to turn and come back, the lubrication of the motors having been cut off by the buckling of an oil pipe. The airship descended on the military ranges at Tegel. The damage was such as may be easily repaired. The passengers in the car were Major Gross, Major Sperling, Lieut. Kirschner, an engineer officer named Basenach, and a chauffeur.

## GENERAL NEWS.

(Continued from page 1.)

### THE NATIONAL PARK THREATENED BY FIRE.

San Francisco, August 20.

Extensive forest fires have broken out in the Yosemite Valley, and it is feared that the National Park may be in danger. In view of the threatening situation troops are to be despatched to the Park to assist in preventive measures.

### NEWS FROM FRANCE.

#### THE WRIGHT AEROPLANE. VIEWS OF M. VOISIN.

Paris, August 20.

The *Echo de Paris*, in a telegram from Le Mans, states that Mr. Wilbur Wright has transferred his aeroplane to the camp at Anvoours. The damage has been completely repaired. Mr. Wright intends shortly to compete for the prize for flying at a height of 25 metres. This test comprises a journey above a line of small captive balloons, which the aeroplane must not touch.

M. Gabriel Voisin, interviewed by a representative of the *Matin*, expressed his admiration for the brothers Wright, but said that in his opinion their machine would never be anything but a sporting toy, in no way of use from a commercial point of view. M. Voisin considered the aeroplane too wide

The managers of the pretty Thalia Theater, Herren Kren and Schönfeld have made the "hit" of the season with "Das Mitternachtsmädchen." An enthusiastic reception was accorded to the piece. The audience laughed continuously throughout the performance at the topsy-turvydom, the many impossibilities, the inane jokes, and the harmless, pleasing melodies of Victor Holländer, who has again proved himself to be a witty author and popular composer. It must be admitted that the adventures of *Louis Engel*, a dealer in raisins, are very comical if not very creditable. *Louis Engel* has a namesake who is a famous painter at Corfu, and to his own wife he pretends to be the painter. The difficulties with which he extricates himself from the amusement, for he is always master of the situation. Herr Schönfeld has written some charming couplets to which Holländer's music adapts itself admirably. The acting was excellent, individually and collectively. Herren Sondermann, Rieck, and Gessner form a trio of mirth-compelling humorists. Helene Ballot is charmingly roguish, and Fräulein Wehlen extremely nice in her movements. Frau Junker-Schatz excited the laughter of the audience by her sturdy representation of the raisin-dealer's wife. On the whole, the farce made a successful start, and is likely to prove exceedingly attractive.

M. O.

This year the long distance balloon race for the prizes presented by Mr. Gordon Bennett will start from Berlin, under the management of the German Aero Club, on October 11 or 12. The conditions of the race allow any country to nominate not more than three representatives, and up till now nine countries have entered a total number of 25 balloons, nominations having been received from Germany, France, Great Britain, Spain, Italy, Switzerland, Sweden, and the United States of America. The rules limit the number of passengers to two in each balloon, the pilot and his aid.

Great Britain has nominated the "Banshee," pilot Mr. J. Dunville, aid Mr. C. F. Pollock; the "Zephyr," pilot, Professor A. K. Huntington, aid Hon. Claude Brabazon; and the "Britannia," pilot, Hon. C. S. Rolls, aid Major Cruikshank. Reserves are allowed to act as substitutes in case any of the first-named are unable to compete, and the British reserve list is as follows:—Col. J. B. Capper, C.B., R.E., Mr. Griffith Brewer, Hon. Claude Brabazon, Mr. C. F. Pollock, in the order written.

The *Motorluftschiffstudien-gesellschaft* intends to issue a "Zeppelin stamp" on August 25; the society referred to has asked the manufacturing and commercial firms of Germany to use the stamp on all their letters posted on September 11, even on those going abroad. The idea has met with a warm reception in every direction. Most of the Berlin banks and many manufacturers have ordered large supplies of the stamp, and in some cases firms have ordered as much as 10,000 marks worth of the Zeppelin stamp. Of course, the stamp will not pay postage; it will be nothing more than a label.

Everywhere is the dog the friend of man, but in Manchuria he is more strictly the friend of woman. There the dowry of a young woman does not consist of hard cash as in Europe, but in a certain number of sleek dogs with thick fur or silken hair. The girl's status may almost be guessed by her wedding portion of dogs. If she receive six she is poor; if a dozen, her parents are in easy circumstances; and if twelve dozen, it may be taken that

she comes from a rich family. They are carefully fattened for their savoury flesh, and their skins after death become coverlets, pelisses, vests for hunters, or bedside carpets which scarcely ever wear out. Even to its fur the devotion of the dog is warm and lasting.

## CHURCH SERVICES: BERLIN.

**S. GEORGE'S CHURCH, Monbijou Garten.**  
Second Entrance: Oranienburger Strasse 76 B.  
Sundays: 9 a.m. Celebration of Holy Communion.  
11 a.m. Matins and Sermon (followed by a second Celebration on 1st, 3rd, and 5th Sundays in the month).  
6 p.m. Evensong and Sermon.  
Fridays: 11 a.m. Litany.  
Holy Days: 9 a.m. Celebration of Holy Communion.  
The Chaplain: Rev. J. H. Fry, M.A., Savigny Platz 7, Charlottenburg.

**AMERICAN CHURCH, Motz Strasse 8.**  
Nollendorf Platz.  
Sundays: 11.30 a.m. Regular Service.  
4.0 p.m. Song Service.

## BRITISH AND AMERICAN REPRESENTATIVES.

**GREAT BRITAIN & IRELAND:** Ambassador the Rt. Hon. Sir FRANK LASCELLES G. C. B. Embassy, 70 Wilhelm Strasse. Office hours 11-1.—Consul-General Dr. PAUL V. SCHWABACH, Consulate, Behrens Strasse 63. Office hours 10-12 and 4-5.

**THE UNITED STATES OF AMERICA:** Ambassador, Dr. DAVID JAYNE HILL, Embassy, Unter den Linden 68. Reception hours 10-1.—Consul-General: ALEXANDER M. THACKARA, Esq. Consulate, Friedrich Strasse 59/60. Office hours 10-1.

**Young Lady wishes conversation:**  
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## BERLIN CURRENT ENTERTAINMENTS.

This evening:	
Royal Opera House	Nadane Butterfly . . . . . at 7.30
Royal Theatre	Wallenstein Lager. Die Piccolomini . . . . . 7.30
New Royal Opera Theatre	Die Meistersinger von Nürnberg (Pannal) . . . . . 6.30
Deutsches Theater	Ein Sommernachtsraum . . . . . 7.30
"	(Kammerspiele) Frühling's Erwachen . . . . . 8
Lessing Theatre	Der Raub der Sabinerinnen . . . . . 8
New Theatre	Baccarat . . . . . 8
New Schauspielhaus	Company of the New Opera: Theatre from Hamburg: Die Dollarprinzessin . . . . . 8
Kleines Theater	Zweimal zwei ist fünf . . . . . 8
Comic Opera	Der Zerrissene . . . . . 8
Residenz Theatre	Der Floh im Ohr . . . . . 8
Hebbel Theatre	Cyprienne . . . . . 8
Lustspielhaus	Die blaue Maus . . . . . 8
Fräulein Theatre	Fräulein Joseette — meine Frau . . . . . 8
Theater des Westens	Ein Walzertraum . . . . . 8
Schiller Theatre O.	Company of the Morwitz Opera: Die Jüdin . . . . . 8
"	Charlottenburg: Das Stiftungsfest . . . . . 8
Frdr. Wilhelmst. Theatre	Die Diebin . . . . . 8
Thalia Theatre	Mitternachtsmädchen . . . . . 8
Urania Theatre	Von der Zuspitze zum Watzmann . . . . . 8
Luisen Theatre	Suse . . . . . 8
Every evening until further notice.	
Metropol Theatre	Das muss man seh'n . . . . . at 8
Bernhard Rose Theatre	Das Geheimnis von New York . . . . . 8
Gebr. Herrfeldt Theatre	Das kommt davon. Es lebe das Nachtleben . . . . . 8
Apollo Theatre	Vera Violetta. Spezialitäten . . . . . 8
Passage Theatre	Spezialitäten . . . . . 8
Berliner Prater Theatre	Die Welt ein Paradies . . . . . 7
Walhalla Theatre	Spezialitäten . . . . . 8
Wintergarten	Spezialitäten . . . . . 8

M. Voisin stated in conclusion that Mr. Farman's new machine, the Libellule, now undergoing repair, would shortly be able to do 100 kilometres per hour with a 60-h. p. motor.

## HOLLAND AND VENEZUELA.

The Hague, August 20.

The view is held in diplomatic circles that the conflict between Holland and Venezuela is not of a nature to be settled by arbitration, as urged by a portion of the press. It is held that the dispute is not of a private or commercial character, like previous difficulties between Venezuela and the British, German, and American Governments, which were more or less of a private nature, the object being to obtain satisfaction for a claim which in the case of Holland is wanting.

It is maintained here that the present question is rather one of sovereignty and national honour, which is not susceptible of solution by means of arbitration. The Council of Ministers sat from three o'clock yesterday afternoon to midnight, with scarcely an intermission, to discuss the attitude to be taken by the Government towards Venezuela, and its answer to the letter from President Castro's Government.

M. van Swinderen, Minister for Foreign Affairs, has gone to the Chateau de Loo to confer with the Queen on the matter.

(Continued on page 3.)

**The International Pharmacy**  
**Reichs-Apotheke**  
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Dresden, Bismarckplatz 10.



# DRESDEN

Mr. P. E. J. Hemelryk, Japanese Consul at Liverpool, and Mrs. Hemelryk have arrived at the Kaiserhof, Bad-Wildungen.

Those in search of a new sensation should certainly pay a visit to the Esperanto exhibition in the Technische Hochschule, Bismarck Platz. A green flag at the main entrance, and a legend over the portal "IV. Internacia Esperanta Kongreso," leave the visitor in no doubt as to the way in, and the exhibition is in rooms on the ground floor at the end of a corridor to the left. The hold that the language has already obtained upon the world is shown by the piles of Esperanto literature arranged upon the tables, and here is the best possible opportunity of obtaining the little that is said to be required by a would-be Esperantist.

Frankly speaking, the strange notices placarded on the walls and stands, and glib conversations which one cannot but overhear, produce the impression that Esperanto is, as its critics object, a new tongue, and one which requires just a little study and not a little practice, in spite of the great ingenuity, literary taste, and comprehensive knowledge with which it has been compiled from many roots, Oriental as well as European; in spite, too, of the fact that the whole language, grammar and dictionary, is printed in good type on a single sheet of paper, or in a waistcoat-pocket booklet, costing 5 pf. The demand for these and other instruction booklets has been very brisk, and stocks have had to be continually replenished. That leaflet or booklet is the key to a universal language constructed on strictly philosophic lines and already adopted and established in all parts of the world; a language attractive at first sight and hearing and which, according to the testimony of all who have acquired it, is very easy to learn. A few minutes a day, in the tram or elsewhere, will suffice for the speedy mastery of vocabulary, grammar and syntax; conversational practice must do the rest. Another booklet, price only 40 pfennigs, deserves mention: "Esperanta Fraglibro de l'Turisto," a book of phrases in six languages—French, English, German, Italian, Spanish, Esperanto—with a complete, concise, and clearly put grammar of 8 1/2 pages, small pocket size.

The exhibition will be open today, and perhaps tomorrow, from 10 to 1 and from 3 to 6 o'clock.

Since the above was written, we have had the pleasure of hearing an English gentleman conversing very fluently with men of other nationalities in Esperanto, and of learning from him that he has travelled among the Esperantists in nineteen different countries, and that "Esperanto is very much alive." The Esperanto ball at Cambridge last year, he informed us, was attended by five hundred Esperantists in national costumes and eight hundred in ordinary evening dress. The ball at

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Nachf. Leopold Elb.

the Vereinshaus last evening, if not quite so picturesque, was in all other respects very jolly.

The programme of the orchestral concert at the Royal Belvedere this evening will be as follows:—  
(1) Hohenzollern Ruhm, March, Unrath. (2) Rouslane et Ludmilla, Overture, Glinka. (3) Paraphrase über "Frühlingszeit," Becker. (4) Ein Abend in Toledo, Schmeling. (5) Impromptue, Schubert. (6) Benediktus, Rost. (7) Toteninsel, sinfonische Dichtung, Schulz-Beuthen. (8) Feierlicher Zug zum Münster aus "Lohengrin," Wagner. (9) Die Tanzlustigen, Walzer, Fétras. (10) a. Sommerabend; b. Kobold, Grieg. (Für Orchester bearbeitet von V. Clark.) (11) Persischer March, Strauss.

The porcelain industry of Germany is comparatively young and its development was rapid. Although it is generally believed that the Chinese kept their processes of manufacture secret, Julian's translations of their voluminous encyclopedia show that this is not true. All who could have read the work might have known also the porcelain secret. But evidently no German fathomed the mechanical mystery until the apothecary's apprentice Boettger, just two hundred years ago, made the first German porcelain at Dresden.

Some years before he had attracted attention by proclaiming the discovery of a method of changing base metal into gold, King Frederick I. gave him orders for the precious metal, which the sixteen-year-old inventor could not execute, and in fear he fled to Dresden and became a subject of King August the Strong. While endeavouring to make gold he discovered the porcelain secret, and inscribed his door thus: "Into a potter was changed

by Almighty God a man who thought he could make gold."

The guards in the city today will be furnished by the 1st Grenadier Regiment No. 100, whose band will play in the Schloss Platz about 12.40 p.m.

## DRESDEN CURRENT ENTERTAINMENTS.

### Royal Opera House.

Tonight, beginning at 7.30, ending 10

### Tiefland.

Musical drama in one prologue and two acts after A. Guimera. Music by Eugen d'Albert.

#### Cast:

Sebastiano, a rich landowner . . . . .	Herr Plaschke.
Tommaso, the oldest inhabitant . . . . .	Herr Erwin.
Moruccio, a miller's man . . . . .	Herr Büssel.
Marta . . . . .	Frau Krull.
Papa . . . . .	Fräul. Eibenschütz.
Antonina . . . . .	Fräul. Tervani.
Rosalina . . . . .	Fräul. v. Chavanne.
Nuri . . . . .	Fräul. Keldorfer.
Pedro, a shepherd . . . . .	Herr Sembach.
Nando, a shepherd . . . . .	Herr Löschke.
A priest . . . . .	Herr Holder.
A peasant . . . . .	Herr Piehler.

PLOT. Sebastiano, a supposedly wealthy landowner, finds it necessary to wed a rich girl in order to free himself from financial embarrassments. The girl's father insists upon the suppression of certain rumours regarding Sebastiano's relations with Marta, who is in his service. With this end in view Sebastiano induces Pedro, a mountain shepherd, to come down to the Tiefland, the Lowlands, and marry Marta. In the first act the marriage takes place. During the night Pedro sees a light in his wife's room, but she persuades him that he is dreaming. The second act finds Pedro, upon awakening, convinced that he saw the light. Marta's hatred of him turns to love when she is satisfied that he has married her for her own sake and not for money. She opens her heart to Tommaso, an octogenarian, who counsels her to tell her story to Pedro. Everybody has been deriding her husband, and upon her telling him that she has belonged to another and accusing him of having sold himself, he stabs her in the arm. She appeals to him to kill her, but he fondly embraces her and persuades her to return with him to the mountains. Sebastiano appears and asks Marta to dance for him. This Pedro forbids, whereupon Sebastiano strikes him, and Pedro is prevented from retaliating by being forcibly removed. Sebastiano then attempts to make love to Marta, but Pedro returns,—having learned in the interval that Sebastiano was in his wife's room on the bridal night,—and strangles him.

Composer: E. d'Albert, born 1864.

Sunday night . . . . .	Samson und Dalila . . . . .	at 7.30
Monday night . . . . .	Bajazzo.—Stellianische Bauern- chöre . . . . .	" 7.30

### Royal Theatre Neustadt.

Closed till September 11.

### Residenz Theatre.

Tonight . . . . .	Ordnung im Hause . . . . .	at 7.30
Sunday night . . . . .	Alt-Heidelberg . . . . .	" 7.30

### Central Theatre.

Tonight . . . . .	Die Schmutzger . . . . .	at 8
Sunday afternoon . . . . .	Der Teufel . . . . .	" 3.30
Sunday night . . . . .	Die Schmutzger . . . . .	" 7.30
Monday night . . . . .	Die Schmutzger . . . . .	" 7.30

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### GENERAL NEWS.

(Continued from page 2.)

### SITUATION IN TURKEY.

#### A VISIT BY KING EDWARD DESIRED.

Constantinople, August 20.

An article in the *Ikdam* suggests engaging M. Rouvier, French ex-Minister of Finance, to re-organise Turkish Finances, and Gen. von der Goltz for the re-organisation of the Army.

A further article in the *Ikdam* says that there is no longer any obstacle in the way of a visit of King Edward to Constantinople. Such a visit would meet with a general warm welcome. The article adds that the Ottoman people have for a long time desired solemnly to express their traditional sentiments of amity to Great Britain. But, unfortunately, the late régime prevented the Ottoman Press from echoing those feelings.

The Sultan has undertaken the expenses of striking silver and copper medals commemorating the grant of the Constitution. Nazim Bey, ex-Vall of Baghdad, has been appointed Vall of Sivas.

#### WILLIAM JENNINGS BRYAN.

In each generation (says an article on Mr. William Jennings Bryan in the *Homiletic Review*) a few

men usually stand forth with a greatness of character which achieves for them reputation and popularity independently of the usual considerations of victory or defeat in competition for this or that official status.

Mr. William Jennings Bryan is the only possible Presidential candidate of the Democratic party at the present juncture in the affairs of this country, and he is much more than one of its paramount politicians. Excepting President Roosevelt, no man in the United States has such a personal following. Both command that magnetic versatility which irresistibly influences multitudes of minds, and this influence is exercised by each for the achievement of high and righteous aims. No man of inferior moral character has ever been elected President of the United States. It is not surprising that Mr. Bryan should have gained the admiration of preachers, and he is recognised as a "preacher to preachers." He has devoted some of his best efforts to chivalrous vindications of Foreign Missions and to the cause of universal peace on earth. Nature has endowed him with a wonderful voice, which, like those of Spurgeon, Liddon, and Fechter, is powerful enough to be heard by thousands, and is so silvery in its modulations as to charm ears that love musical intonation. He adorns his speeches with illustrations from classical literature and historical annals or from the common occurrences of everyday life with equal facility and felicity.

### DEPARTMENT FOR CONSTABLES.

The London Policeman, it is generally believed, is the finest in the world, but there are times when his massive detachment from mundane affairs might well be blended with and changed to some extent by the more incisive methods of the New York constable. A writer in a contemporary relates a scene of which he was a witness in New York. Some young men were making a noise in a flat, to the discomfort of their neighbours. An English policeman would have realised that these young men's flat was their castle, and have found it inconsistent with his duty so to interfere. Not so the New York limb of the law. He banged at the door with his truncheon, and made the following speech: "Say, you guys, youse had better quit making this noise, or youse'll get arrested. The tinants is complaining." There was silence. In New York the policeman has a somewhat freer hand than in London. In London, if a policeman raises a hand against a citizen, questions are asked in Parliament, and the papers start discussions on "Is Our Police-Force Becoming Russianised?" In New York, the citizen takes it as all part of the game. The policeman hits him first, and inquires into his criminality afterwards. Nobody should like to see this habit become general in London, but if the London constable borrowed a little of his American cousin's sparkling originality, it would brighten up things.



## LONDON LETTER.

(From our own correspondent.)

London, August 20.

When the theatres re-open in September a number of more or less interesting productions will come before the public. Mr. Jerome K. Jerome's play, "The Passing of the Third Floor Back," which Mr. Forbes Robertson is producing at the St. James's, deals with the unromantic subject of a third-rate boarding-house. From what one hears of its contents the play must have required adroit handling. The moral motive, as is the case in all Mr. Jerome's work, is irreproachable, for the "story" of the play turns on how an unusual boarder converts the mean and backbiting coterie around him into something more human and generous. At His Majesty's Mr. Tree is producing a new version of "Faust" by Mr. Stephen Phillips and Mr. Comyns Carr. The part of Mephistopheles, in this production a fallen angel more than a cynical demon, falls to Mr. Tree himself; Mr. Henry Ainley is to take Faust, and Miss Maie Löhr Margaret. The ending of the play will correspond in substance to that of Goethe's Second Part. Another important production will be that of "Idols," by Miss Evelyn Millard. The play is adapted from Mr. W. J. Locke's novel by Mr. Roy Horniman, the author of "The Education of Elizabeth."

The silly season is sillier than ever. London is in a state of being repainted. In the West End scarcely a house is untouched by the sickly cream wash that precedes the coat of paint proper. There are people who try to persuade themselves that things are not really different during August, that never before has the shopping and the dining-out and the theatre-going been more splendidly vigorous than during the last few weeks. That, of course, is pure nonsense. The fashionable streets are visibly thinned, whatever may be the case of the unfashionable streets. Yesterday, for example, at six o'clock in the afternoon Bond Street presented an appearance of gloom and desolation rare even for August. The street was black and slimy, the shops looked as though they had done no business for weeks, and the people one met were—well, not the Bond Street set. Quite a number of the clubs are closed for redecorating, and quite a number of clubmen are in Scotland and elsewhere for much the same purpose. The Strand now belongs almost exclusively to America. The Temple is a desert enlivened only by the swish of the painters' brushes. Fleet Street nothing can change; the want of news makes its denizens all the busier, though a sufficiency keeps them busy enough, to be sure.

The engagement of Mr. Winston Churchill has caused quite a considerable flutter among the spinsters; first, because Mr. Churchill has for long been among the most eligible; secondly, because there was a rumour that he was determined to be a bachelor. Fate has been kinder to him than he anticipated in bestowing on him someone to share his laurels. Mr. Winston Churchill's engagement adds to the record of the Government, which is perhaps the strongest marrying Government of recent times. The Lord Chancellor's wedding, that of Mr. McKenna, and the forthcoming nuptials of Mr. Churchill will have followed one another closely. Is there not a tradition that great politicians depend on their wives for half their greatness? There are a few exceptions here and there. Lord Salisbury and Mr. Balfour are the most recent examples: but the rule is still a good one. Gladstone's debt to his wife was immense, and was always acknowledged by him. But, in truth, there must always be a woman somewhere in a politician's career. Sometimes it is a mother, like Mrs. Cornwallis West in the earlier stages of Mr. Winston Churchill's career, sometimes a sister, like Miss Balfour.

## PROGRESS OF THE PANAMA CANAL.

An official in Washington, who has been connected with the Panama Canal operations from the time the zone was acquired by the American Government, announces that the progress of the stupendous waterway is so unexpectedly rapid that a pleasant surprise is in store for the people of the United States. Of course, unexpected difficulties may arise, but apart from any such contingency he believes that the canal will be sufficiently advanced to allow the passage of ships in five years. For this could be done before the double locks are completed.

When American engineers took charge, says a contemporary, it was estimated that the rainy season would almost stop excavation each year for many weeks. In May the rainfall reached the unusual total of 14.7 inches, yet the excavation was two and a half million cubic yards, as compared with one and a half million in May of last year. An average of two and a half million cubic yards each month gives a total of thirty millions a year, a rate that would complete the heavy digging in four years.

Landslides might occur, but to offset that the efficiency of the force is constantly increasing.

Sanitation is in excellent shape, and the death-rate has been reduced two-thirds. In an enterprise of such magnitude some setbacks may naturally be expected, but all the indications are that the canal will be open to vessels in 1913 or 1914, and this is far better than was two or three years ago hoped by the most sanguine.

## THE CAMERA'S LATEST TRIUMPH.

If the camera which took a snapshot of the Queen on the Scenic Railway at the Anglo-French Exhibition really saw what a very wealthy flour merchant of Cleveland, Ohio, thinks it did, another fairy tale of photography has been enacted. Ten years ago this gentleman cast off his son for marrying against paternal wishes, and he has never seen the young man since. But, upon glancing at the picture of the Queen's Scenic Railway ride, he identified one of the other people in the car as the lost one, whom he is now anxious to forgive. Nineteen people replied to an advertisement addressed to her Majesty's fellow-travellers on the historic trip, fourteen personally turned up, and a few of them, admitting that they were not sons of the very wealthy, advertiser, hinted that they would not mind being adopted as such. But, if the young man really was on that car, he is one of the few who have not yet answered. In this case, it will be all to his advantage to do so, and the camera may have done great service all round. But, as illustrating the growing difficulty of evading photography's omnipresent eye, the incident is rather disquieting. The revealed person might just as well have been one who was "detained in the City on business" that day.

## THE RESURRECTION OF SAN FRANCISCO.

(From our New York correspondent.)

The city at the Golden Gate is overtaking with giant strides the work she set herself of recovering from the catastrophe of earthquake and fire that overwhelmed her in the spring of 1906, and left her a heap of ruins. According to an official report published by the municipal authorities, half of the material damage then done has been made good. The report gives a comparative view of the rateable values of the property on which taxes were paid in 1905, 1906, and 1908. The figures are:

	1905 Dollars	1906 Dollars	1908 Dollars
Real Estate . . . . .	304,136,185	237,062,752	258,642,215
Buildings . . . . .	97,830,165	50,250,480	90,996,500
Movable property . . . . .	122,264,596	88,805,510	103,912,469
Totals	524,230,946	376,138,742	453,551,184

A number of extensive works are in hand, among them the improvement of the harbour at a cost of over 43,000,000 dollars.

## THE GYPSY MOTH.

It was an unfortunate day for New England, and especially for Massachusetts (says the *Boston Courier*), when two gipsy moths that had been brought to Medford from France by a Harvard professor escaped from captivity and flew through the open window to begin their work of devastation. To the credit of the professor it must be said that he at once gave the authorities notice of what had happened, and besought them to take steps to avert future damage. His fears were laughed at, however, and his counsels spurned. The mischief has been done, and the bill of expense has run to over a million dollars. Worst of all, the area that is being infested continues to grow year by year, and there is no telling when or where the devastation will be checked.

## MOVEMENTS OF LINERS.

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

## YESTERDAY'S REPORTS.

"Chemnitz," from Bremen for Baltimore, left Bremerhaven August 20th.  
"Scharnhorst," from Japan for Hamburg, left Penang August 20th.  
"Prinz Eitel Friedrich," from Bremen for Japan, arrived Singapore August 21st.  
"Prinzess Irene," from Genoa for New York, left Genoa August 20th.  
"Grosser Kurfürst," from New York for Bremen, left New York August 20th.

## VISITORS AT THE SPAS.

Arrivals at Bad Ems up to August 20th numbered 19,797; at Bad Kreuznach up to the same date, 10,483.

## WEATHER FORECAST FOR TODAY

of the Royal Saxon Meteorological Institute.

Fresh breezes from rapidly varying points of the compass, more cloudy, somewhat cooler, tendency to thunder and rain.

## DRESDEN

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## CHURCH SERVICES: DRESDEN.

**ALL SAINTS' (ENGLISH) CHURCH**, Wiener Strasse.  
Sunday, August 23rd. 10th Sunday after Trinity. 8.0 a.m. Holy Communion. 9.45 a.m. Service and Sermon in Esperanto by the Rev. J. Cyprian Rust, A.M. of Soham Cambridgeshire. 11.0 a.m. Matins and Sermon. 12.0 m.d. Holy Communion. 6.0 p.m. Evensong and Litany. Monday, August 24th. S. Bartholomew, Ap. and M. 8.15 a.m. Holy Communion. 9.0 a.m. Matins.  
Chaplain: The Rev. C.A. Moore, M.A., B.O.L.

**THE AMERICAN CHURCH OF ST. JOHN**, Reichs Platz 5, at the head of Reichs Strasse.  
Sunday, August 23rd. 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.