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and THE DRESDEN DAILY.

THE FIRST DAILY PAPER IN ENGLISH PUBLISHED IN GERMANY.

No 784.

DRESDEN, FRIDAY, SEPTEMBER 4, 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 KING AND THE STATE.

There are persistent rumours (voiced by our London correspondent today) in well informed English Parliamentary circles to the effect that questions touching upon the Sovereign's conduct of State business will be asked in both Houses of Parliament almost immediately after the recess. It is an open secret in London that already the Cabinet is earnestly discussing the question of the line to be taken when replying to these anticipated queries, and that the various Ministers are by no means in accord on the matter. We find it difficult to conceive the grounds on which any truly patriotic Englishman can base his objections to the undeniably prominent rôle in foreign politics played by King Edward since his accession, since never before has England been less menaced by Continental hostility than she is today. The political atmosphere is, speaking generally, singularly cloudless, an assumption substantially confirmed by the German Emperor in his speech at Strasburg on Sunday last. True, Morocco is still engaging the attention of more than one Cabinet, but, as we pointed out yesterday, the situation in that part of the world bids fair to develop in a manner eminently satisfactory to all parties, the sole danger being that national susceptibilities may prove too sensitive and overcome the dictates of commonsense. Fortunately, however, this danger is very slight.

To what actual extent the present good relations existing between Great Britain and her Continental neighbours are due to the personal influence of King Edward it is impossible to say with any degree of exactness, though in the case of the Anglo-French understanding it is easy to trace the direct suggestion of His Majesty. Even those Englishmen who hold the memory of the late Queen Victoria in such reverence as is seldom accorded to mortal rulers readily admit her deep-rooted antagonism to France and the French, a circumstance readily understood when her lineage is remembered. No native of France ever met with anything but the most graceful courtesy at the hands of the late Queen, but her innate aversion to anything calculated to bring the two nations together in a truly fraternal sense is now generally recognised. The Queen's attitude must of necessity have influenced to a greater or lesser degree the minds of her Ministers, hence the thinly-veiled coldness which appeared to have become a permanent feature of Anglo-French relations when the twentieth century dawned. How marvellously the situation has changed in six or seven short years is too well-known to need further comment. King Edward visited Paris almost immediately after his coronation, and was greeted by the genial Parisians with truly remarkable enthusiasm. Shortly afterwards the visit was repeated, again amidst unexampled scenes of popular fervour, this being followed by a visit of the French Channel Fleet to Portsmouth. On that occasion the agreement of friendship between France and England may have been said to receive the seal of popular approval, and since then the amicable understanding has flourished like a green bay tree.

It is perhaps premature to speak of the Anglo-Russian understanding as an existing fact, though it cannot be denied that the Cabinets of London and St. Petersburg have achieved a greater degree of consonance than at any period hitherto. Here again can the King's influence be traced, albeit the result of his endeavours in this direction are not so pronounced as in the case of France. The fruits of the Reval interview are, however, not yet completely ripe, and we may expect to see further developments before many months are past.

Various circumstances entirely beyond the control of individuals, however exalted they may be, have so far militated against the establishment of really frank relations between this country and England. The press of both lands has not yet seen fit to lend its influence to the cause of mutual friendship, but even during the few last months a marked change for the better has been perceptible. The Cronberg meeting may yet prove itself the introduction to an era of better relations, in which case the people of England will have fresh cause to bless the untiring endeavours of their Sovereign to eliminate the distrust which characterised the Continental attitude towards Great Britain for more than half a century.

"PELZ-MODE-WAREN" STORE.

Ladies intending to purchase Furs should not omit to see what can be obtained at 52, Prager Str., opp. Cook's Tourist Office. Among the great variety of what are termed "Fine Furs," of guaranteed quality and at reasonable prices, are: Persian Lamb, Broadtail, Sable, Marten, Mink, Ermine, Chinchilla, Seal-skin, Squirrel, Black Lynx, Pony, Fox, &c., made into Jackets, Coats, Neckpieces, Collarettes, Muffs, &c., in the latest styles. The proprietors, H. G. B. Peters, your countrymen, are carriers of many years' experience, and in every case ready to conscientiously advise in any matter pertaining to Furs. An agreeable feature of this Store is that visitors feel perfectly at home within its precincts, and shopping is therefore rendered pleasant and easy. A visit to this establishment cannot fail to prove beneficial. "Peters Furs" are world-renowned.

Under these circumstances, then, we fail to see any justification for the position assumed by certain Members of Parliament with regard to King Edward's foreign tours. If, as our London correspondent indicates, Mr. Asquith is eventually coerced into making a pronouncement which shall show favour to a practice more consonant with Constitutionalism in the strictest sense, it goes without saying that the proverbial tact of His Majesty will enable him to gracefully accept the implied rebuke in the only possible manner. This will mean the termination of his prolonged labours in the cause of peace, with possibly disastrous results. It is profoundly to be hoped that busy-bodies in and outside the Cabinet will pause to reflect before committing themselves to such a course. Otherwise the present administration, pledged as it is to the maintenance of peace at any price, may yet prove actually more inimical to international tranquillity than any preceding Government of its political adversaries.

GENERAL NEWS.

NEWS FROM ENGLAND.

KING EDWARD AND STATE BUSINESS.

(From our own correspondent.)
London, September 2.
The relation of King Edward to British foreign policy will be the subject of questions in both Houses of Parliament after the recess, I hear. Certain members of the Nationalist and Liberal parties are determined to question the advisability of the King assuming the rôle of an Ambassador at large, as they term it, and there are grounds for believing that pressure is being brought to bear on the Prime Minister by some of his colleagues in the Cabinet for the purpose of inducing him to make a definite pronouncement. It seems certain that Mr. Asquith's position is a difficult one.

EXCITEMENT ON THE LONDON EXCHANGE

London, September 2.
An exciting scene occurred today on the Stock Exchange. While business was proceeding as usual, a stranger entered hurriedly and fired two shots from a revolver, one at the ceiling, the other at the floor. There was a movement on the part of some of the business crowd towards the door, but an attendant promptly seized the intruder and handed him over to the police. His act is attributed to insanity. One stockbroker is reported to have been injured.

DEATH OF AN ENGLISH M. P.

London, September 3.
Mr. Thomas Cairns, head of the shipping firm of Messrs. Cairns, Noble, and Co., of Newcastle on Tyne, M. P. for that town and Vice President of the International Union of Shipowners, died yesterday at his residence near Newcastle.

THE AUTUMN GALES.

London, September 2.
The cross-Channel steamer "Empress," which put into Dover on Monday night after failing to make the harbour of Folkestone, was for some time in great peril during her passage, a liner nearly running her down in the height of the storm. It is stated that a disaster seemed inevitable, and that orders were issued to make the boats ready for lowering, but superb judgment and seamanship

on the part of Capt. Hancock, her commander, averted the danger. The "Empress" was carrying 400 passengers.

On Monday night the tug "Sydney" foundered in the Channel about two miles north-east of Dungeness Lighthouse. She was struck by a very heavy sea while lying at anchor and swamped. Signals of distress were shown, and her crew were taken off by a Dutch pilot cutter. The Dungeness lifeboat was also launched to her assistance, but the crew had been taken off before they reached the vessel. The lifeboat remained alongside until the tug sank. A heavy sea was running this morning.

A telegram from Dover says the severity of the gale has greatly increased. The Admiralty Pier is unapproachable owing to the heavy seas, which are sweeping over it. A vessel is reported in distress off the Foreland. All the Dover tugs are engaged with shipping casualties.

The havoc wrought by the gale is only too apparent in the London parks, where small trees have been blown down, branches cut off as clean as if with a knife, and flowers beaten down to the ground past recovery. Hoardings belonging to bill-posters have been blown down in all directions.

Fish boats at Billingsgate arrived late, and reported very heavy weather.

The gale played strange pranks in the Westend yesterday afternoon. A huge plate-glass window on the Great Titchfield-street side of Waring and Gillow's, Oxford-street, was broken by the force of the wind, and the glass fell with a tremendous crash. Fortunately most of it fell inward, and no one was hurt.

A few minutes later the wind smashed an upper window at Jay's, Oxford-circus, and there was a shower of glass on the crowded pavement below. Several persons were struck by the falling fragments, but no one was injured.

A severe gale, accompanied by a torrential down-pour of rain, was experienced during last night in Belfast and district, and incoming steamers reported terrible weather in the Irish Sea. At Whitehead a large number of yachts were driven ashore, and several were almost completely destroyed. It is feared that if the bad weather continues the majority of the Whitehead fleet of boats will be wrecked.

A Waterford message states that trees were blown down there and much damage done to general property and crops. The weather at sea was exceptionally severe, and the cross-Channel steamers were much overdue. The Great Western Railway Company's steamer "Great Southern," from Fish-guard to Waterford, was nearly five hours late.

Paris, September 2.

The violent gale in the Channel yesterday almost entirely interrupted the communication between England and France.

THE BRAZILIAN "DREADNOUGHTS."

A London contemporary writes as follows: Considerable interest is centreing round the three "Dreadnoughts" now well under way at private British shipbuilding yards, and although they are ostensibly destined for service in Brazilian waters, yet rumours are not wanting that if the price were sufficient Brazil could still forego herself this addition to her fleet. Despite official denials that any negotiations of this character have taken place, yet the purchase by the British Government from Chili of the "Swiftsure" and "Triumph" before they even left home waters, is still fresh in the public memory, and although official reports tend to make a repetition of a deal of this sort improbable, yet it is still not impossible. In any case this possession of three powerful and completely modern battleships by a small Power which is only too often notoriously in want of money is quite a serious affair, as the sudden acquisition of three such fighting units to the navy of any of the Great Powers would dangerously upset the balance of naval power, and outrage all precautions which the British authorities have taken to maintain the two-Power standard. However, as the vessels are being built in England by British workmen, and under British superintendence, it is fairly certain that if there is any buying going to be done, Great Britain will have the first voice, and probably rights of reservation which will be judiciously used to prevent any such upheaval in naval politics.

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