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# The Daily Record

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and THE DRESDEN DAILY.

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## THE NEAR EASTERN SITUATION.

From causes which no one appears really able to explain, the situation in the Near East, instead of becoming less strained as the weeks pass by, continues to cause grave anxiety among peace lovers everywhere. Persistent rumours of great military activity on the part of Turkey, Bulgaria, and Austria-Hungary circulate without intermission. A telegram from Marseilles announces that, at the instance of the Turkish Government, one of the largest manufacturers of artillery and explosives in France is sending to Salonica a huge quantity of war material, including batteries of quick-firing guns and many thousand rounds of ammunition. In spite of all denial, it is now certain that Turkey is feverishly mobilising her army. According to reliable telegrams from Constantinople, no fewer than 110,000 Ottoman troops are massed near Adrianople, and elaborate preparations are said to have been made in Albania with a view to creating a diversion to the south of Bulgaria. Special correspondents at Sofia unanimously report to their respective papers that the war spirit in the Bulgarian capital shows no sign of a lapse; indeed, the authorities are said to have their hands full restraining the military ardour of the populace, who demand the adoption of armed measures against Turkey. The Bulgarian mission to the Turkish capital is generally believed to have been a failure. The members of the mission left Constantinople on Friday afternoon, and a cabinet council was held at Sofia upon their arrival on Saturday. Fresh developments may therefore be expected in the course of a day or two. It is not difficult to understand the desire of the Bulgarian people to engage in a campaign against the hated Turk. The newly-fledged kingdom knows perfectly well that it stands to lose little in the course of such a campaign, even if the fortune of war went against King Ferdinand's troops; and, on the other hand, if victory blessed their arms, the Bulgarians would have won their right to recognition as the arbiters of the Balkans.

In Turkey also there is a party strongly in favour of war with Bulgaria. Needless to say, the reactionaries perceive in the outbreak of hostilities their sole chance of making headway against the Young Turkish movement. We are constrained to wonder just what Abdul Hamid thinks of the present situation. So far no enterprising newspaper man has succeeded in penetrating the privacy of the Yildiz Kiosk and obtaining the views of the Sick Man on the events of the past month. They would at least make interesting reading. The late autocrat of the Ottoman Empire assuredly has good reason to wag his finger at the zealous reformers and complacently murmur, "See, I told you so! For thirty years I, with all my faults, kept the Fatherland intact and free from the molestation of infidels. No sooner have you succeeded in gaining your constitutional toy to play with than the enemy is at our gates, clamouring for huge slices of Turkish territory. You've got yourselves into this hole, and I'm not going to stir a finger to pull you out!" If he has not actually uttered these remarks, it is highly probable they represent his thoughts. Serbia continues to make her voice heard above the general clamour, and the burden of her cry is "compensation." Dr. Milovanovic, the Servian Minister for Foreign Affairs, who is on a mission to the Courts of Europe, left Berlin on Saturday for London, after having an interview with M. Isvolsky. Before his departure from the German capital, Dr. Milovanovic stated very clearly what it is that Serbia claims. She asks Austria for compensation for the severe blow that has been dealt her. She claims a strip of territory, if only twelve miles in breadth, bounded by Novi Bazar on one side, and Bosnia and Herzegovina on the other, to form a buffer between Austria-Hungary and Turkey, and enable Serbia to stretch out the hand of brotherhood to Montenegro. The fire-eating Crown Prince has left Belgrade for St. Petersburg, but the object of his journey has not been announced. As this frolicsome youth passes through Vienna en route, he should take the opportunity of examining the vast resources of the great nation against whom he proposes to lead his "Servian brothers," and to perish, if need be, "on the crimson field." If half the stories about this youth are true, we rather fancy the prompt application of a slipper to the prince's person by his august father would confer more benefit on the Servian nation than his proposed theatrical exploits



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on the crimson field. We may add that we have conversed with many Austrian reservists in Dresden, one and all of whom are convinced that the outbreak of war in the Near East is only a matter of days. Whether they have more substantial grounds than mere hypothesis for this opinion we are unable to say, but the conviction which characterises their assertion leads one to believe that they have received word from headquarters to hold themselves in readiness to rejoin the colours.

## GENERAL NEWS.

### NEWS FROM ENGLAND.

#### BRITISH SHIPPING STATISTICS.

(From our own correspondent.)

London, October 24.

A voluminous Blue-book has just been published by the Board of Trade on the navigation and shipping of the United Kingdom for 1907. It shows that in the kingdom's foreign trade 73,845 vessels entered and 72,832 vessels cleared, in comparison with 70,890 and 69,393 respectively in 1906.

British vessels entering numbered 30,879, of a gross tonnage of 40,415,618, while 38,821, representing 40,892,824 tons, cleared. In the incoming trade 33,966 foreign vessels, with a gross tonnage of 25,825,295, were engaged, and 30,011, having a tonnage of 26,137,983, cleared. In the coasting trade, both with cargoes and ballast, the British vessels engaged show a decline, while the foreigners have increased rapidly. The persons engaged on the British vessels numbered 277,146, in comparison with 270,791 in 1906 and 263,686 in 1905. The crews were made up of 194,848 Britishers, 37,694 foreigners, and 44,604 Lascars. The vessels registered under the Merchant Shipping Act numbered 38,342, as compared with 37,872 in 1906 and 37,317 in 1905; of a tonnage of 11,485,099, belonged to the United Kingdom, and 17,300, of 1,698,255 tons, to British colonial and other possessions. The United Kingdom building record, exclusive of vessels built for the Navy or for foreigners, during the year was 1,265 vessels, with a tonnage of 740,812, as against 1,153 vessels in 1906, and only 999 in 1905. The fishing boats registered numbered 26,125, and they gave employment to 107,076 men and boys.

#### NEW BRITISH ENVOY TO MONTENEGRO.

Cettinje, October 24.

Mr. O'Reilly, the newly appointed British Chargé d'Affaires, was received by the Prince today in an

audience which lasted a considerable time. In the evening a crowd assembled before the Embassy and made a demonstration in favour of England.

### NEWS FROM AMERICA.

#### THE POLITICAL SITUATION.

The uneasiness created in certain Republican quarters by Mr. Roosevelt's latest attack on Mr. Bryan was plainly reflected in Wall-street on Saturday, if New York press reports are correct, and a variety of rumours, including one to the effect that another letter is to be expected from the White House in a couple of days' time, combined to make the market a little less confident. It is unfortunate for the Republicans that, with a terribly trying week before him, their candidate is on the verge of breakdown, and even the knowledge that Mr. Root himself is to be sent to Ohio next week, and that he will be supported in other States by the entire Cabinet, does not raise their hopes to the level they could themselves wish. The betting, however, remains steady in Mr. Taft's favour, though it is on nothing like the same scale as on previous occasions.

The President's letter to Senator Knox, in which he assails Mr. Bryan and Mr. Gompers, has, says another report, created a sensation on all hands, but is interpreted very differently in different quarters. Certain leading Democrats, for instance, profess to regard it as little more than a hysterical outburst inspired by the threatening aspect of the labour men, whereas the majority of the Republicans look upon it as a final, or, it may be, semi-final, staggering blow at the enemy. It has to be said that not all Mr. Taft's followers approve of the issue of the document. There are many who think that their leader's chances are not improved by Mr. Roosevelt's sudden swoop into the fray. It may be taken as certain, nevertheless, that the issue of the letter was decided upon by the President and Mr. Taft, in conference at the White House last Sunday, and it may also be believed that there is just a grain of reason in the Democratic criticism. The Labour attitude is daily becoming more disquieting to the Republicans, though the latter, according to the statement of Chairman Hitchcock, do not by any means anticipate that the threatened defection of the railwaymen will spell disaster. Mr. Hitchcock estimates that Mr. Taft will receive 63 more electoral votes than are necessary to secure his victory, while Mr. Roosevelt, who is also among the prophets, predicts that the electoral vote will reach a total almost as high as his own four years ago.

The energy and fine strategy of Governor Hughes in conducting his own battle of New York State are telling against the Democrats. Mr. Chanler has been placed in a difficult position by his opponent's challenges, and the allegation that the race-track interests are pledged to support him in return for certain promises, is doing him further damage, which, of course, is reflected upon the cause of Mr. Bryan. The whole situation could not well be more promising for an exciting wind-up.

#### THE FLEET AT JAPAN.

New York, October 24.

The newspapers today publish cables from Tokio according to which the Japanese Press is talking of an alliance with the United States. Thus (says the *Globe*) does the Oriental Empire heap coals of fire upon us, causing the *Herald*, with an air of virtue that is really delightful, proudly to recall that a year ago "we predicted that the transfer of the fleet to the Pacific would ensure peace."

Yokohama, October 25.

The American Fleet sailed today for Subic Bay in the Philippines.

#### NEW YORK TAXI-CAB TROUBLE.

New York, October 25.

The striking taxi-cab drivers have capped a series of outrages with a particularly cowardly murder. A number of strikers stopped one of the motor cabs driven by a non-striker and, without offering the latter any violence, persuaded him to drive to a deserted spot on the water front. On arriving there, however, he was surrounded by a crowd of men, and, in attempting to defend himself, received stabs from which he died. The mob then set fire to the cab and decamped. Arrests are this morning reported to have been made.

(Continued on page 4.)