

Office:
 Struve Str. 5, I.
 Dresden A.
 Telephone:
 1755.

The Daily Record

Office:
 Struve Str. 5, I.
 Dresden A.
 Telephone:
 1755.

and THE DRESDEN DAILY.

THE FIRST DAILY PAPER IN ENGLISH PUBLISHED IN GERMANY.

No 840. DRESDEN, TUESDAY, NOVEMBER 10, 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 Dresden, mark 1.—; for the rest of Germany and Austria, mark 1.20. For other countries, marks 2.50.

THE AERIAL ERA.

But few months have elapsed since a sudden storm at Echterdingen utterly destroyed one of the most marvellous products of the human brain and hand, thereby inflicting a severe disappointment on the hopes of the German nation and the civilised world at large. The sequel to the destruction of Count Zeppelin's dirigible balloon furnished an inspiring example of patriotic enthusiasm, and one which effectually refuted the suggestion so often put forward in these days that national pride is dead. For hardly had the fateful news been flashed to every corner of the German Empire when a movement, almost unparalleled in its spontaneity, was set afoot to replenish the sadly depleted private purse of the intrepid inventor. From the returns published a few weeks after the inauguration of the Zeppelin fund it would appear that practically every citizen of the Empire had contributed his mite—in some cases a very substantial one—to the great cause, and less than a month after the disaster Count Zeppelin found himself in possession of a vast sum of money with which to continue the prosecution of his great work. That no time has been lost by the devoted band of workers at Friedrichshafen, from the Count himself down to the humblest mechanic, in retrieving the Echterdingen misfortune is proved by the remarkably successful series of trials carried out last week with the renovated airship "Zeppelin I.," in which both Prince Henry of Prussia and the Crown Prince of Germany have made trips. We gather from information to hand from the scene of the experiments that the new airship falls little short of its famous but ill-starred predecessor, so far as speed and manoeuvring capabilities are concerned. These were exhibited to their best advantage when on Saturday, the airship punctually kept an appointment with the German Emperor at Donaueschingen, and the Crown Prince, seated in the car of this wonderful craft, was enabled to cast down to his august father a message giving details of his highly interesting journey in the clouds. It was indeed a dramatic moment, and the aged nobleman who has devoted his life to the solution of an almost insurmountable problem must on Saturday have felt himself repaid in great measure for the crushing disappointment he suffered last summer when the unruly elements made rude sport of his marvellous creation.

But while the world is unanimous in offering its congratulations to Count Zeppelin on his fresh achievement, it is greatly divided in its opinions of the practicability of his system as applied to aerial navigation in general. In spite of the vast bulk and complicated construction of the Zeppelin model its lifting powers are very limited. Furthermore, the necessary sacrifice of strength made to lightness renders the airship unsuited to withstand the force of wind and storm, while the extensive surface offered to conflicting currents of air by the flimsy gas chambers is an undeniable element of weakness. These defects are, of course, a feature of every balloon, no matter on what principle it is constructed, and since there is apparently no method by which they can be eliminated, the advocates of the aeroplane continue to assert the superiority of the heavier-than-air apparatus over all other systems. The aeroplane, it is true, has numerous and solid advantages over its bulky rival, chief among which is its complete detachment from gas as a buoyant agent. It is thus to a great extent self-supporting, whereas the balloon's radius is limited to the duration of its gas capacity. All these and many other vexed questions are now being exhaustively discussed by leading scientists everywhere, and this fact is an additional indication of the universal interest which the problem of aerial navigation is arousing today. As the nineteenth century was the Golden Age of steam, so will the twentieth century be marked by vast strides made in the direction of victory over unsubstantial ether. It is interesting to recollect the prophecy of Mother Shipton of Knaresboro', made in the fifteenth century. This famous old soothsayer predicted many future wonders, including the railroad and the automobile, and even went to the extent of saying that men would eventually "fly like birds." With some slight modifications even this last prophecy may be said to have come true, as witness the exploits of the Wright brothers, Farman, Delagrangé, and others. We still believe the time to be far distant when ocean liners will be



H. G. B. Peters

Established 1885.

Furriers Exclusively.

Desire to inform their patrons and visiting tourists that a very extensive stock of fine Furs, fashioned in the latest Garments, fancy Neckpieces, Muffs, etc. are here to select from; Russian Sable, Mink, Marten, Royal Ermine, Chinchilla, Seal, Squirrel, black Persian, Broadtail, Lynx, Fox, Pony, Astrachan, etc., Bear, Skunk, Thibet, etc. Skins are imported from the best Fur centres (duty free) in the raw state and made up here, so that prices for the same qualities are more moderate here than in the foreign market. 52, Prager Strasse, Dresden, opposite Cook's Tourist Bureau.

My Clearance Sale

of old forms and designs in Dresden China commenced on November 2.

Richard Wehsener, Zinzendorf Str. 16.

Otto Mayer, PHOTOGRAPHER

38 Prager Strasse 38

Tel. 446.

By appointment to T. M. the King of Saxony and the Emperor of Austria.

Superb artistic work. Moderate terms.



DRESDEN CHINA

:: Own workmanship :: Lowest prices ::

:: Retail :: Export :: Wholesale ::

A. E. STEPHAN, 4, Reichs Strasse

Trade Mark. Establ. 1843.

succ. to Helena Wolfohn Nachf. Leopold Elb.

superseded by the swiftly swooping aeroplane or the majestic, gliding dirigible balloon, but that the development of aerial craft is only in its infancy is as undeniable as the prospect that we are standing at the threshold of epoch-making achievements in this important branch of practical science.

GENERAL NEWS.

NEWS FROM ENGLAND.

FAMOUS ELECTRICAL ENGINEER DEAD.

London, November 8. Professor William Edward Ayrton, the distinguished electrical engineer, died today. He entered the Indian Telegraph Service in 1867; was Professor of Natural Philosophy and Telegraphy in the Imperial College of Engineering from 1873; Professor of Electrical Engineering at the Central Technical College, South Kensington since 1884; President of the Physical Society 1891-92; President of the Institution of Electrical Engineers 1892; Dean of Central Technical College 1904.

ATTEMPTED ASSASSINATION OF A HIGH INDIAN OFFICIAL.

Calcutta, November 8. Sir A. H. Leith Fraser, the Lieutenant Governor of Bengal, narrowly escaped death at the hands of an assassin yesterday evening. While he was reading a newspaper a young Bengali suddenly approached him, held a revolver to his chest, and pulled the trigger twice. Both cartridges missed fire, and the man was seized before he could fire a third shot. While this was happening, a number of Bengalees who were standing near the spot ran off. It is supposed that they were accomplices.

BRITISH VICTORY IN THE SOUDAN.

Cairo, November 8. A detachment of British Troops which was sent under the command of a Major against some insurgent tribes in the South of Kordofan, came up with the hostile force on the 3rd instant and stormed their position on Passu Hill, capturing a number of chiefs. The British loss was one officer and two men killed, and twenty-four wounded.

BRITAIN'S SIXTH "DREADNOUGHT" LAUNCHED.

London, November 8. The sixth battleship of the "Dreadnought" type was successfully launched at Devonport yesterday

and received the name of "Collingwood" at the hands of Mrs. Asquith, wife of the Prime Minister.

The launching tools—hammer and chisel—were presented to Mrs. Asquith in an oak casket made from the wood of one of the men-of-war which took part in the battle of Trafalgar. Inside the lid of the box is a water-colour drawing of the "Collingwood" as she will appear when afloat. Outside the carved panels show the old ship of this name, launched 26 years ago, and now on the sale list, and the new one, forming an effective contrast, as well as an illustration of the progress which has since been made.

The following details of the new battleship are officially supplied, and for the purpose of showing the great progress which has been made in the design of warships during the last twenty years, corresponding particulars are given of the second ship named "Collingwood", built at Pembroke Dock, and now lying in the East Kyle of Bute, for sale:—

	"Collingwood," 1908.	"Collingwood," 1886.
Displacement	19,366 tons	9,500 tons
Length, extreme	536ft.	347ft.
Breadth	84ft.	68ft.
Depth in hold	43ft.	40ft.
Draught	27ft.	26ft.
S.H.P.	24,500	7,000-i. h. p.
Speed	21 knts.	16.5 knts.
Complement (officers and men) about	800	455

NEWS FROM AMERICA.

THE CHINESE MISSION.

New York press reports state that the Chinese Legation at Washington has confirmed the cabled announcement in the *Herald* that the Special Mission to America, headed by Tong-Shao-Yi, sailed from Tokio on Thursday for San Francisco. He is attended by an imposing suite, and comes to America with the reported prestige of having settled with the Japanese Government a number of difficult outstanding questions.

Attempts are being made to show that Tong's Mission includes the task of negotiating some sort of an alliance between the United States and China, but this is denied in the best informed quarters. His duty primarily is to thank the United States Government for its generous action in foregoing a large part of the Boxer indemnity. He will afterwards visit the chief cities of the Union, and will then proceed to London.

By a curious coincidence the announcement of the mission's departure from Tokio appeared in the New York newspapers on Friday cheek by jowl with an authoritative denial from Washington of current reports as to an intention on the part of the Administration to modify the law as to the exclusion of Asiatics. It is declared that there is no idea either of modifying the law or of lessening the stringency of the immigration regulations.

President Roosevelt has no desire to arouse the hostility of organised labour during the remaining months of his term at the White House, and Mr. Taft may be trusted not to court such trouble until, at any rate, he has had time to get accustomed to the cares and responsibilities of the Presidency.

PROSPERITY WAVE PREDICTED.

New York, November 7. The returns from Maryland are known. Of its eight electoral votes the State has given six to Mr. Bryan, and two to Mr. Taft, with the result that the new President must be credited with 321 votes, as against his opponent's 162.

The National Association of Manufacturers predicts that before January work will have been found for some 500,000 unemployed, as the result of the "prosperity wave."

It is stated that Mr. William Loeb' Mr. Roosevelt's secretary, is likely to be the new Naval Secretary.

4,000 FLEET OF FLAME.

New York, November 8. According to telegrams published here, the volcano of Villarisa, in Chile, is in active eruption, and presents an awe-inspiring spectacle. Flames are being ejected from the crater to a height of 4,000 feet.

(Continued on page 2.)