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# The Daily Record

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and THE DRESDEN DAILY.

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10 PFENNIGS.

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## CHRISTMAS POSTAL ARRANGEMENTS.

In the interests of those of our readers who are desirous of sending Christmas letters and packages to the United States, we have pleasure in again publishing the following particulars, which have already appeared in our columns. The timely arrival in America of Christmas packages can be ensured by sending them by the following steamers:—The "St. Paul" leaves Southampton on December 12th, reaching New York on December 19th. The official announcement is that mails must leave Berlin on December 10th at latest; packages, maximum weight five kilos (eleven pounds), not later than today, December 8th. In the case of the two following boats, however, it is advisable to make quite certain by despatching letters and parcels from Dresden and Berlin a day or two in advance of the specified date, in consequence of the derangement of mails which is invariably a feature of the Christmas postal arrangements, owing to the unusually heavy traffic. The "Kaiser Wilhelm der Grosse" sails from Bremen on December 16th, reaching New York on December 23rd. Mails should leave Berlin and Dresden on December 14th; packages not later than December 12th. The "Adriatic" leaves Southampton on December 16th, reaching New York on December 24th. Mails for this boat should leave Berlin and Dresden on December 13th (official date 14th) at latest; packages December 11th (official date December 12th).

Some remarks made by a New York press correspondent with reference to the difficulties experienced by people in receiving parcels at the American end may be appropriately reproduced at this juncture. Whatever efforts are made, writes this correspondent, there can be no mutually satisfactory parcels post between America and Europe until some decent working arrangement has been made with the United States Customs authorities. Americans abroad or foreigners desiring to send their friends small Christmas presents would hesitate to do this if they only knew the annoyance to which they subject their friends on the other side. It is no exaggeration to say that the pleasure of receiving such presents is more than overcome by the trouble, humiliation, and inconvenience which the recipient undergoes on the American side. The correspondent in question says he has lived in Russia, Germany, Japan, and Italy, and has never been subjected to annoyance comparable to that which has become of daily occurrence in New York because of the receipt, in the ordinary course of business, of small packages and rather bulky letters. He mentioned three cases within a week. First his paper sent him a telegraphic code book, value about one dollar. This was detained, the mail was handed to the New York customs collector, and the addressee was written to and compelled to take a six-mile journey to that functionary to open a sealed letter containing the code book in the presence of the Deputy Collector, and after half an hour's further delay caused by placing a valuation on the book, he was charged twenty-five cents and allowed to depart. The correspondent had the same experience a few days ago on receipt of a copy of "Queen Victoria's Letters," but the duty in this case was half a dollar, which, as the book is published in England at six shillings, seems inordinately high. "Worst and most petty of all, however (writes the indignant correspondent), is the stoppage of letters from the office of my paper containing cuttings from British newspapers which are sent me twice a week. These are enclosed in an ordinary Manila envelope and weigh less than two ounces. The detention of these letters by the Post Office and Custom House authorities is intolerable." One day last week he was compelled again to journey to the Custom House, and had to open the letter in the presence of the American Custom House authorities, and when the harmless cuttings—clippings, they are called in the United States—came out, even the officials smiled. The correspondent rightly asserts that if travellers were thus humiliated in Russia or Italy there would be a strong protest in the press; but the enlightened American people appear to stand it meekly. The time lost by this process was two hours, besides the delay caused by the detention of the letter, as one rescued from the Custom House on December 2nd, dated London November 8th, was notified on November 30th, and the addressee obtained possession of it on December 2nd. This record would indeed



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be hard to beat, even in censor-ridden Russia; but we are told that it happens daily in ultra-modern New York. Mr. Myer, the American Postmaster General, is asked in all seriousness how the satisfactory working of a parcels post between the United States and Europe is possible under such extraordinary conditions?

## GENERAL NEWS.

### NEWS FROM ENGLAND.

#### CRUELTY TO CABINET MINISTERS.

MR. LLOYD GEORGE'S PAINFUL EXPERIENCE.  
(From our own correspondent.)

London, December 6.

Mr. Lloyd George was the victim of a concerted attack by the suffragette forces yesterday afternoon, when he attempted to address a meeting convened by the Women's Liberal Federation. No fewer than 350 stewards were on the watch to promptly suppress the first sign of hostile demonstration, and large forces of police were held in readiness within the building, the constables being hidden discreetly away in the circular corridors. Lady M'Laren moved a resolution claiming Parliamentary franchise for women. She appealed to her sex to exercise patience, and said, "Violence may bring you friends by hundreds, but it will raise up enemies by thousands." The resolution having been carried, Mr. Lloyd George was called upon. Lady M'Laren introduced the Minister with the words: "Stewards,—may your gentle courtesy prove more forceful than your force. Remember that only silence conquers noise, and patience all things. Suffrage ladies, we commend ourselves to your courtesy." Mr. Lloyd George had not been speaking more than a few minutes before a lady, with a powerful voice, intervened and demanded votes for women. The stewards at once closed round her and, after a short but fierce struggle, she was removed, but not before she had belaboured her assailants with a small whip which she had attached to her wrist.

Mr. Lloyd George said he hoped it would not be necessary to turn anybody else out. He would rather resume his seat than be the cause of harm to anyone. He was there as a Cabinet Minister, not merely to express his own opinion, but also what he conceived to be the attitude of the Government towards the problem and their intentions towards it. At this juncture he was again interrupted by cries of, "You run with the hare and hunt with the hounds." Then a general uproar ensued; the body of the hall was filled with a struggling mass

of stewards and suffragettes, and to drown the discordant din the organist launched into a resonant march. The Chancellor's speech was hopelessly ended. Each time he opened his mouth a hundred feminine voices screamed all sorts of questions at him. At last the poor man subsided into his chair, wearily passed his hand across his brow, and solaced himself with the water bottle. For several minutes pandemonium reigned supreme, while the organist, evidently a humorist, played "Oh, Dear, What can the matter be." The stewards by this time were losing the last vestige of their patience, and many of the women were bundled unceremoniously out. Lady M'Laren appealed for silence while Mr. Lloyd George delivered an important message from the Government. But no; the Chancellor had no sooner risen again than he was met from all quarters with cries of, "You have been talking long enough." The uproar continuing, a gentleman in a box asked that the interruptions should be met with silence. The appeal was reinforced by Mr. Lloyd George, who said he preferred to suffer interruption rather than there should be more violence. The audience forgot the appeal, and the very next utterance they drowned with groans and hisses, and the renewal of the demand for the Government's message. This increased the Chancellor's difficulties. A man who jumped from a private box to appeal to the "men of the meeting" desperately resisted expulsion, but finally he was overpowered by weight of numbers. More removals followed, but the speech was broken up into fragments of sentences. When something like order was restored, Mr. Lloyd George said the Premier had promised to include the question in a Bill which could only be brought in on the eve of a dissolution.

### NEWS FROM AMERICA.

#### TARIFF REFORM PROSPECTS.

New York, December 6.

The Chairman of the Tariff Committee has informed the Press that there is a prospect of the proposed new scale of customs duties being published shortly. Instead of fixed rates, a maximum and a minimum rate is proposed for each category, between which limits concessions may be made to the countries that give advantages to America.

#### GALES IN THE ATLANTIC.

New York, December 6.

After a passage rendered unduly long owing to the delay in getting clear from Liverpool on account of dense fog last week, the "Lucania" and several other liners have been still further held up by the terrific westerly gales. The "Lucania" expected to be able to get into dock yesterday morning; but the "St. Louis," "La Touraine," and "Arabic" are considerably overdue.

#### UNITED STATES CRUISER SUNK.

New Bedford, December 6.

The United States training cruiser "Yankee," which ran aground on the rocky shore near the mouth of Buzzards Bay towards the end of September, has sunk again off Penikese Island while being towed to this port. The crew managed to escape.

#### DEATH OF REAR-ADMIRAL COGHLAN.

New York, December 6.

Rear-Admiral Coghlan, who took part in the capture of Manila, died yesterday at New York.

#### THE REVOLUTION IN HAYTI.

The latest news to hand from Hayti, although somewhat confusing, indicates with sufficient clearness that Gen. Simon has reached the capital in time to consolidate his position before any of his rivals could reach Port-au-Prince to dispute on the spot his supremacy. It is probable, indeed, that Gen. Simon has been acclaimed by the Provisional Government, which was formed immediately after the ignominious flight of Gen. Nord Alexis from the presidential palace and from the country.

The report published in New York on Saturday to the effect that Alexis would land in the north, and endeavour to raise a force with which to march on Port-au-Prince is certainly without foundation. Alexis is surely a spent force, and he will probably settle down in Jamaica for the remaining few years of his mortal existence. The latest advices received at

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