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# The Daily Record

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and THE DRESDEN DAILY.

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## THE BRITISH CABINET.

### A CRISIS IMMINENT.

(From our own correspondent.)

London, February 4.

The Cabinet crisis foreshadowed by the *Daily Chronicle* today is generally believed to be a probable eventuality. It is an open secret that there is grave disagreement on the important subject of the forthcoming Naval Estimates, which apparently are a perennial source of dispute in the present Administration. The four Ministers mentioned, viz. Lord Morley, Mr. Lloyd George, Mr. Winston Churchill, and Mr. John Burns, are grouped shoulder to shoulder against the demands of the Board of Admiralty, which are currently supposed to represent six great armoured ships for this year's programme. These four Ministers claim that a programme of such dimensions is inconsistent with the number of trained men at present available to man the ships, and that the result would be a humiliating shortage in the personnel of the Navy. On the other hand, naval men competent to judge characterise this argument as sheer nonsense. As a matter of fact, recruiting for the Navy has been brisker during the past year than ever, and for every applicant accepted five or six have been turned away. The only branch of the Service in which a certain shortage is experienced is the stoker element, but additional encouragement is here being offered in the form of increased pay.—There is little doubt that the four Ministers who are throwing the weight of their influence against the Admiralty's demands are practically isolated. Mr. Asquith and the majority of his followers know only too well that retrenchment at the expense of the Navy is a highly dangerous game to play, particularly so at the present moment. The Government's naval programme last year called forth a storm of hostile criticism, and the force of the storm only abated when Ministerial assurances were given that the diminution in the number of ships to be built would certainly be made up for in the next programme,—that is to say, this year's. Mr. Asquith's recent statement in the House of Commons, relative to the two-Power standard, substantially confirmed these assurances and involved the Government in a "whole-hog" interpretation of that same standard. The British Fleet, he declared, would be maintained on a standard of equality with the massed fleets of the two next greatest maritime Powers, i.e. Germany and the United States, with a ten per cent margin for emergencies. Apart from the merits of this standard, adherence to it can only mean that six Dreadnoughts must be laid down during the current fiscal year, besides a large number of smaller craft such as cruisers, torpedo boats, etc. The cost of new construction will therefore amount to at least 15 or 16 millions sterling. No wonder that Mr. Lloyd George, who is already faced with a heavy deficit in the Budget he is now preparing, stands aghast at this enormous outlay. The unfortunate Chancellor of the Exchequer, indeed, is betwixt the devil and the deep sea. Parsimony in this year's naval programme must inevitably entail the speedy overthrow of the present Government; while the lavish expenditure which the country demands will frustrate all Mr. Lloyd George's endeavours to produce a satisfactory Budget. But the Government must expect little sympathy in their dilemma. The extravagant appeal for party prestige which was represented by Old Age Pensions must perforce bring its own retribution. Rightly or wrongly, the country considers National Defence a more pressing need than care for the aged poor. I ventured to predict in a previous despatch to you that this year would be the most critical in the brief history of the Government, and certainly the portents are bearing out this forecast.

## FORECAST OF THE NAVAL PROGRAMME.

London, February 5.

The *Daily Chronicle* this morning gives prominence to a report that the Admiralty demands that six new battleships of the "Dreadnought" type shall be laid down this year and four next year. The construction of those ships will involve an expenditure of nine millions sterling in the two years.



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## TRANSATLANTIC MAIL SERVICE.

As so many influential journals in the countries concerned are urging upon their respective Governments the necessity of promptly improving the present unsatisfactory condition of the Transatlantic mail service, there is reason to hope for better service in the near future. The *New York Times* has taken up the cudgels in this question with its usual vigour. It strongly condemns the clause in the new postal agreement between the United States and Germany, whereby letters under the reduced rate can only be sent by direct steamers. The cheapening of the service is rightly described as "half a loaf." Similar complaints come from England. On this head the *New York Times* writes:—

"What with the reduced number of sailings, the ill-made schedules under which most of the ships in commission sail on the same day, and the inevitable delays of Winter travel, the mail service is not much, if any, better than it was many years ago. The correspondent of the *London Times* cabled his complaint to his newspaper that he has been receiving in the mails papers ten and twelve days old. 'Cheaper postal facilities,' he says, 'should be accompanied by quicker mail communication. Why should there not be, in these days of despatch in other directions, a daily American mail, or at least one every other day?' The United States pays large sums of money to the steamship companies carrying the mails. They should, in return, make their mail service as efficient as possible throughout the year. A whole fortnight's delay in delivering letters between London and New York seems preposterous in this era."

What would the *New York Times* have said to the communication we recently published from a lady reader, stating that a letter posted at Detroit took a whole month to reach Wiesbaden?

## SUICIDES IN RUSSIA.

St. Petersburg, February 4.

The number of suicides in the big towns in Russia—there were 110 in St. Petersburg alone during the past month—has attracted the attention of the Holy Synod. That body sees in the increase of self-inflicted deaths a symptom of the decay of faith, and at its next meeting will discuss the measures for combating the evil. It is proposed that the clergy preach as often as possible on the sinfulness of human despair, and that the professors of ecclesiastical schools shall give a series of lectures on "Resistance Against Suicide."

## THE STRENUOUS LIFE.

### THE TESTS FOR AMERICAN OFFICERS.

(From our New York correspondent.)

A merciful respite has been granted to officers of the United States Navy who will henceforth have to qualify each year as to physical fitness for service. The allotted tests, relative to which I have already sent you accounts, as prescribed by the Navy Department—according to direct inspiration from President Roosevelt—are: fifty miles on foot, ninety miles on horseback, or one hundred miles on a bicycle, all within three days. The order was issued early in January, and, as one *New York Journal* facetiously puts it, "a hollow groan sounded down the corridors and reverberated in the halls of the Navy Department." It now appears, however, that no officer will be required to undergo the tests before July 1st, unless he makes special application to the Secretary of the Navy. The order affects all officers on the active list of the Navy below the rank of Rear Admiral and above the rank of Lieutenant. The respite thus granted will, it is supposed, be taken advantage of by those liable to the test to reduce their adipose tissues and generally get into athletic form.—A similar test has for some months past been in force in the War Department, with the result that dozens of Army officers have demonstrated their inability to stand the fatigues of hard campaigning, and have accordingly been struck off the active list. Needless to say, the innovation has aroused excessive indignation, but its practicability is denied in no impartial quarter. The "strenuous" ideal introduced to the nation by Mr. Roosevelt has been caught up and firmly established. The Chief Magistrate quite recently proved that he practices what he preaches by undertaking a ninety-mile horseback ride without an hour's rest, the journey being made in appalling weather. That performance effectually silenced the critics who represented the President as reclining at his ease in the White House and formulating hard physical tests for overworked Navy and Army officers.—Among Navy officers the last test, viz. the bicycle ride of 100 miles, will assuredly prove the most popular. "Do you notice," remarked a young lieutenant, "that there isn't anything in the regulations which bars motor bicycles?"

## THE JAPANESE IN CALIFORNIA.

### MR. ROOSEVELT INTERFERES.

Sacramento, February 4.

The Lower House of the State Legislature has passed the Bill excluding Japanese children from the public schools.

Sacramento, February 5.

The Governor of the State of California has received the following telegram from President Roosevelt: "I am informed that the Legislative Body of California has enacted a law excluding Japanese children from the public schools. That law is, in my opinion, unconstitutional, and we must cause a judicial enquiry to be instituted as to whether the law should be vetoed or not."

## ROYAL AMNESTY IN ITALY.

Rome, February 4.

The King signed an amnesty decree today, the operation of which extends to certain Press offences, to offences against public order committed in connection with strikes or political meetings, and to thefts, when the property stolen was of small value or when the theft was committed from poverty and in order to procure the necessities of life. Prisoners undergoing sentences for a number of similar crimes have their terms of punishment shortened, some by twelve, others by six, months.

Milan, February 5.

Signor Luigi Barzini, writing in the *Corriere della Sera*, severely condemns the unheard-of tardiness of the Italian bureaucracy; asserting that whole shiploads of timber are lying unused in places within the earthquake region, because the Government officials have not yet made up their minds as to the plan on which the huts are to be built.