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The Daily Record

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and THE DRESDEN DAILY.

THE FIRST DAILY PAPER IN ENGLISH PUBLISHED IN GERMANY.

No 950.

DRESDEN, THURSDAY, MARCH 25, 1909.

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 POLAR MAGNET.

The report we publish elsewhere of Lieutenant Shackleton's supposedly successful attempt to reach the South Pole will, if confirmed, eclipse all other current topics in universal interest. The Southern Arctic regions have not, it is true, attracted such a superabundance of explorers, adventurers, and dare-devil novelty seekers as the Mystic North, but the difficulties of penetrating the eternal ice wastes which since the world's creation have held the Poles inviolate from human intrusion are hardly less enormous in the Antarctic. The Polar regions possess the grim distinction of having levied a larger toll in human life than any other portion of the earth's crust. Nineteenth century annals teem with ghastly narratives of the privations which were the lot of intrepid explorers who had sworn to win the goal or die in the attempt. Not one achieved his object, though many paid the other side of the fatal bargain. Arctic history is one long record of the lengths to which man's enterprise may be carried for the sake of practical trivialities. The most imaginative historian has never ventured to advance the theory that any intrinsic value would attach to the discovery of the North or South Poles. The bleak glacial deserts which hem them in must be devoid of animal and vegetable life, with the exception of the sleek bear and the prowling Arctic wolf. It is not gold or other precious mineral deposits which lure the adventurous soul on; rather is it the essentially human desire to achieve something yet unachieved, the burning desire to be first in the field.

More recently the Polar hunt has assumed an international phase, and international rivalry has exerted its healthy influence on the subject. Almost every country has fitted out at least one expedition in the hope of planting the national colours on a lonely hummock in the midst of the glittering, frozen sea, and proclaiming to the world its proud triumph. Absolute confidence in their own success is one of the remarkable features of Arctic explorers. Poor Andrée was so convinced of his ultimate triumph when he glided away from human ken in a flimsy gas-bag that he would tolerate no arrangements for a subsequent relief expedition. Andrée and his balloon have vanished, swallowed up in the dim vastness of the eternal North, but his fate does not for an instant deter intrepid successors. The intricate appliances of modern science have failed to open a way as completely as the old timber whalers and dog-drawn sledges of Franklin, though there is reason to believe that Nansen and Peary penetrated farther North. The report of Lieutenant Shackleton's reputed success is interesting, and if he has succeeded in opening up the Antarctic ice zone he will have added another laurel to his country's long series of triumphs. It yet remains to be seen which nation will have the honour of conquering the North, if indeed its frozen ramparts and terrific desolation are conquerable by human effort.

KING EDWARD'S TRAVELS.

London, March 23.

In the House of Commons yesterday afternoon, Mr. Asquith, replying to Mr. MacNeill, said His Majesty the King was now abroad in search of health, and in a perfectly private capacity. There was not the least occasion for a Cabinet Minister to accompany him.

Mr. MacNeill: "Was he in search of health when, on the occasion of the Reval negotiations, he went with all the permanent officials and without a Minister of the Crown?"

The Speaker: "Order, order!"

Resuming the subject during today's sitting, Mr. MacNeill was assured by the Secretary of State for Foreign Affairs, Sir Edward Grey, that on the occasion of King Edward's visit to Reval no conversation took place on the subject of the relative strength of the British and German fleets in the past, present, or future.

THE AMERICAN EMBASSY IN LONDON.

Washington, March 23.

The Times states definitely that President William Taft will offer the London Embassy to Dr. Charles W. Eliot, President of Harvard University.

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ENGLAND AND GERMANY.

THE RIVALRY IN ARMAMENTS.

London, March 24.

Speaking at last night's banquet of the National Liberal Club, Mr. Haldane, the War Minister, said he belonged to those who believed that the Germans held the same views regarding the misfortune and the frightful results of war as the English. He believed that the Germans hated war, as the English nation should also hate it. The German nation had organised itself on military lines in the conviction that such organisation was the best guarantee of security and national strength. The Germans were organising and strengthening their fleet as they had a perfect right to do; as they were performing that task, England must also perform it, though it was an unfortunate necessity. He believed Englishmen should take as an example the steadfastness and thoroughness with which the Germans were pursuing their national aims.

The Government, he continued, would not allow itself to be drawn into an unworthy competition in armaments. They appreciated to the full the significance of what naval supremacy meant to England, but they were convinced that the best way to lose that supremacy was by allowing themselves to be carried away in a flood of senseless panic. They were determined to maintain British predominance at sea.

Melbourne, March 24.

The Commonwealth Government, which recently assured the Governor General that in case of danger all Australia's resources would be placed at the disposal of Great Britain, has decided not to offer the Mother Country any Dreadnought battleships. It is believed more politic to hold to their former policy, which allows for the defence of Australia, and thus indirectly supports Great Britain and the Empire.

LORD CHARLES BERESFORD'S FAREWELL.

London, March 23.

According to latest official arrangements, the battleship "King Edward VII." arrives at Portsmouth today from Portland, and the following day Admiral Lord Charles Beresford will haul down his flag on the expiration of his appointment as Commander-in-Chief of the Channel Fleet.

So far as is known, nothing outside the customary service formalities will occur on the occasion of Lord Charles vacating his command, but a suggestion has been made that his old shipmates should muster on shore at Portsmouth and give him three parting cheers.

MR. ROOSEVELT'S TRIP.

SCENES AT HIS DEPARTURE.

New York, March 24.

Mr. Roosevelt's journey yesterday from his home at Oyster Bay to Hoboken, New Jersey, where he boarded the S.S. "Hamburg" of the Hamburg-American line for Europe, resembled nothing so much as a triumphal procession. Crowds gathered at every station through which the train passed, and gave salvo after salvo of cheers as the ex-President appeared on the car platform, acknowledging with a genial smile and waving hat the tumultuous greetings from his admirers. Arrived at the Hoboken pier, Mr. Roosevelt was welcomed by high officials of the Hamburg-American line, while massed bands played the "Star Spangled Banner" and the "Watch on the Rhine." He was escorted on board the great steamer, where the so-called "Imperial cabin" had been assigned him, fitted with every possible comfort for the distinguished traveller. Portraits of the German Emperor, the Empress, and of President Taft adorned the walls of the cabin.

He was introduced to Captain Burmeister who explained to him, with some embarrassment, that he could not assign the seat at his right-hand at table to the ex-President because under the Italian law that seat was reserved for the Italian Emigration Commissioner, who travels on every ship carrying Italian emigrants.

"Oh, that's all right," said Mr. Roosevelt. "I am only a private citizen now, and I want no favours."

As the "Hamburg" steamed out between the pier-heads another immense volume of cheering went up, completely drowning the appropriate airs played by the bands. The wharf had been most beautifully decorated with flags, bunting, and flowers for the occasion.

PRESIDENT TAFT AT WORK.

WEATHER "PROPHET'S" EXPLANATION.

(From our own correspondent.)

New York, March 15.

In a recent despatch I mentioned the awful error made by Mr. Willis L. Moore, chief of the United States weather bureau, in forecasting for Inauguration Day "the best possible weather conditions." It now appears that the unhappy man has ventured into the light of day to humbly confess his sins before Mr. Taft, and to explain just how his prophesy went awry. In a recent audience with the new President Mr. Moore admitted that he had waited several days in some timidity before attempting to pay his respects to the new Executive at White House. He had an explanation which he brought to a climax with all sorts of proof that no such "highs" and "lows" of temperature ever before produced such a snowstorm. It is understood that after freezing the trembling suppliant with one of those rare "icy stares" which emanate from his jovial countenance, Mr. Taft extended the glad hand to the recreant prophet and finally allowed him to bask once more in the sun.

Mr. Taft, I learn, finds it a somewhat difficult matter to settle down to the enormous pile of work on his desk as he is so constantly interrupted by callers of every description. Senators, Representatives, Government officials, members of the Diplomatic Corps, office-seekers, wire-pullers, and a host of other desirable and undesirable visitors through the lobbies and ante-rooms of White House day by day. Mr. Taft, however, has made one rigid rule which he will on no account break. He effectually sequesters himself and his private secretaries during the first morning hour, when, dictating at lightning speed and with a fluent lucidity which astonishes the stenographers, he methodically wades through his voluminous correspondence. The many who have been audibly muttering their opinion that the present occupant of White House would represent but an understudy of the departed Theodore, were considerably flustered yesterday when they learned that President Taft had issued a decree revoking Mr. Roosevelt's abolition of several Navy Yards.

(Continued on page 2.)