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The Daily Record

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and THE DRESDEN DAILY.

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To-morrow (Good Friday) being
a General Holiday, the next issue of The
Daily Record will appear on Sunday,
April 11.

A BARBARIC SURVIVAL.

The burning question of the sanctity of private property at sea in war-time has again cropped up in England in connection with the recent conference on Maritime Warfare, and was referred to on Wednesday night in the House of Commons, as we report elsewhere. England, it will be remembered, is the only civilised country which still refuses to relinquish her right to capture the private property of belligerents, and her determined attitude in the matter renders further international meetings on the subject superfluous. To the best of our knowledge no substantial reasons have ever been adduced for England's position in this matter. As a country which draws practically its entire food supply from over-sea sources, Great Britain would be threatened with semi-starvation in the event of war with another great maritime Power. The trade routes across the Atlantic would require strict and incessant guarding, as the enemy's cruisers could very easily work such havoc among the fleet of cargo vessels bringing from Canada and the United States wheat and other provisions to England as would immediately cause the price of bread to become prohibitive so far as the poorer English classes were concerned. England's food supply is her weakest point, and it is one that an enterprising adversary would make the most of. The capture of private property has been described by thoughtful writers the world over as a deplorable survival of barbaric piracy, as a degrading anachronism, and as a fruitful source of international discord. But the belief in its efficacy is so deeply rooted in the British Navy that no amount of argument is likely to bring about a change in Great Britain's attitude. A determined attempt to wipe out this clause in international law was made on the occasion of the last conference at The Hague, but the British delegates refused to sanction its elimination. Their argument was the time-honoured one of all being fair in war. The United States also refused to make privateering a breach of international law, probably remembering the brilliant exploits of Paul Jones in this phase of sea warfare. Thus the two great Anglo-Saxon Powers between them stand convicted of advocating the continuance of what the rest of the civilised world describes as legalised piracy. Germany, with her ever-increasing ocean traffic and overseas commerce, is one of those most directly concerned in seeing the seizure of private property and the privateering system abolished. While those two clauses remain in the voluminous tome of international law she can never be certain of non-interference with her ocean trade, and many ingenious English writers contend that this very uncertainty is no unimportant guarantee of peace. We cannot follow the intricacy of arguments such as these, but we believe it to be in the best interests of peace and universal concord that the law should be promptly revised as regards privateering and the capture of private property at sea. Certainly the retention of the latter clause furnishes Germany with ample and indisputable excuse for greatly increasing her existing battle fleets, but this is a point which those responsible for the present agitation in Great Britain are careful to ignore.

EIGHT BRITISH DREADNOUGHTS THIS YEAR.

(DAILY RECORD CORRESPONDENT.)

London, April 7.
Although the Government will not officially acknowledge it, there now remains not the least doubt that the whole eight "Dreadnoughts" actually and provisionally provided for under this year's Estimates will be commenced before April 1st, 1910. Rumours to this effect have been circulating in the House of Commons for some time past, and it is said that attempts have been made to assuage the vigour of the press campaign by giving semi-official hints in the proper quarters. Mr. H. W. Lucy, the veteran Parliamentary reporter, who is deep in the confidence of the Government and has more than once published statements bearing the mark of official inspiration, now explains why Mr. Asquith still refuses to state definitely and plainly that the eight "Dreadnoughts" which the country is demanding will assuredly be built. The medium chosen by Mr. Lucy for his explanation is the *Observer*, and this is what he writes:—
"In due time it will appear that the demand—'We want eight, and we won't wait'—will be conceded in its fullest comprehension. We shall have eight 'Dreadnoughts,' and the necessary provision will be made within the current financial year. While, with the natural impulse to save one's face to which even Prime Ministers are subjected, Mr. Asquith is not likely to depart from the formula adopted when the Navy Estimates were introduced—a formula reiterated in debate on the Vote of Censure—the thing will be done."
"The country may draw comfort from the fact that the eight ships will be built in time to take their place in the Fleet as it floats in the year 1911. Before the Session closes the House of Commons will be asked to provide means for pushing forward the work of building the four conditional ships whose addition to the Navy it has already authorised, though, in deference to the views of a section of the Ministerial Party, it has been thought diplomatic to abstain from fixing an actual date for laying them down."

DREADNOUGHTS FOR AUSTRIA.

Vienna, April 8.
The Austrian Navy Estimates for the next three years will show a very large increase. In addition to the warships already building, three further "Dreadnoughts" will be begun. The Estimates for next year will be almost double the amount of this year's.

ENGLISH ARCHITECTS VISIT GERMANY.

London, April 8.
A party of eighty gentlemen, drawn from experts in all parts of the United Kingdom, left London yesterday on a visit to Germany for the purpose of studying the principles of municipal architecture prevailing over there. Their journey is in connection with the Town Buildings Bill to be shortly discussed in the House of Commons. The party will visit Cologne, Frankfurt on the Main, Wiesbaden, Düsseldorf, Nuremberg, and Rothenburg.

BRITISH COLONIAL PATRIOTISM.

Sydney, April 8.
The Prime Minister of Western Australia has telegraphed to the Prime Minister of New South Wales that West Australia is prepared to raise the cost of a battleship of the "Dreadnought" type by individual subscription among the inhabitants.

CONQUEST OF THE AIR.

PROGRESS IN THE UNITED STATES.

(DAILY RECORD CORRESPONDENT.)

New York, March 30.
The interest aroused in the United States by the brilliant results of the Wright brothers' experiments in the realm of aviation is further demonstrated by the incorporation of the Aero Club of America with the Automobile Club of America, which has just taken place. The allied Clubs will henceforth devote their mutual energy to the aeronautic problem. The conference of the International Union of Automobile Clubs recently held at Paris decided to devote a portion of their funds to the exploitation of airships and dirigible balloons fitted with motors, and this decision has impelled the American clubs to adopt a similar course. All the members of the Aero and Auto Clubs over here are men of means and leisure, and it is their intention in future to spend both time and money in an endeavour to place America foremost among the Powers in the sphere of aerial navigation.

An interesting innovation in connection with the movement is the projected establishment of a ladies' section. The lady members have shown profound interest in aeronautics thus far, and it is believed that their co-operation will materially assist in the favourable prosecution of the campaign. We have long been accustomed to seeing various society dames make balloon ascents, but so far no lady or ladies have ventured to go aloft without a man in the car. They are now determined, however, to dispense altogether with masculine assistance, and to prove to the world their ability to undergo all the hardships and perils connected with balloon ascents, aeroplane experiments, and other phases of the subject. The founders of the Ladies' Aero Club belong to the most exclusive circles of American society. The announcement of the pending formation of this Club was made the other day by the president of the Aero Club of America. It is generally known that Miss Helen Morgan, daughter of Mr. J. Pierpont Morgan, has been very much interested in airships, and it is believed that she will occupy a prominent position on the committee of the Ladies' Aero Club.

The progress so far achieved in aviation will very shortly be exhibited to the astonished gaze of New Yorkers. New York will be the first city in the world to possess its own airship station, equipped with every facility for acting as headquarters for dirigibles, aeroplanes, and other species of flying craft. This station is about to be erected on the roof of a prominent Broadway hotel. In close proximity there will be built giant gas reservoirs for inflating balloons, and apparatus for launching flying machines of every description. Sixty thousand square feet of the hotel roof in question will be occupied by this unique establishment, for which plans have already been prepared and approved.

KING EDWARD AND THE KAISER.

(WOLFF'S PRIVATE CORRESPONDENT.)

London, April 7.
The reports circulated in the foreign press of a forthcoming meeting between King Edward and the German Emperor at the island of Malta are denied in authoritative circles here. It is said, however, that the Emperor may visit Malta this spring, and that King Edward may also call there during the course of his cruise, and it is therefore possible that the meeting may take place, though no definite arrangements have yet been made.