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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 992.

DRESDEN, SATURDAY, MAY 15, 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.

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## PHANTOM AIRSHIPS. A VISION OF THE NIGHT.

(DAILY RECORD CORRESPONDENT.)

London, May 13.

One striking passage in Mr. H. G. Wells' latest imaginative effort, *The War in the Air*, which, by the way, was recently reviewed in your columns, is brought vividly to the recollection of English readers by an incident—or rather a series of incidents—which is occurring in the county of Lincoln. It will be remembered that Mr. Wells suddenly brought into the universal aerial fray whole squadrons of airships whose existence had not previously been imagined. The great Powers, it seems, had been diligently and secretly constructing all manner of perfected flying machines; and so well had the secret been kept that the appearance of these flying squadrons was an absolute surprise to the enemy. When his book appeared it was naturally thought that in dilating upon this circumstance Mr. Wells had merely let his soaring imagination go, but people here are now asking whether his fantasy did not, after all, rest upon a solid foundation of fact. A week ago an article appeared in the *Times* from an anonymous correspondent, in which details were given of a wonderful aeroplane constructed by a young Army officer in co-operation with Mr. H. G. Wells. This aeroplane, it is said, far surpassed in every way that which has made the Wright brothers famous, and the British Government was negotiating with a view to its purchase when some unpleasantness arose, and the inventor broke off the contract. That is one significant story; the other is infinitely more mysterious and circumstantial.

Vague rumours, gradually becoming more definite, were circulated in Lincoln early this week of a mysterious airship which flew by night and carried dazzling headlights, and the throb of whose motor first attracted notice. The first vague reports were, naturally, received with incredulity, but since then no fewer than twelve different people have testified to having distinctly seen the apparition, which they describe as a long, torpedo-shaped craft which travels at high speed,—something about forty or forty-five miles an hour. One witness alleges that he saw the mysterious craft at so close a range that people in the car were distinctly visible. Not only have agricultural labourers seen this strange spectacle, but also many prominent people in the county; so that it is impossible to ascribe the visions to unduly deep potions of ale. Every day brings fresh testimony bearing on the subject, and there really appears no doubt that some such airship is being tried at night for purposes of secrecy. If half the accounts are true in substance, the flying machine must be of a marvellously capable kind. Two gentlemen travelling by motor-car along a road near King's Lynn on Tuesday night suddenly heard the loud buzzing of a motor, and, looking up, plainly saw the long, cigar-shaped vessel driving across the sky with wonderful velocity. In the opinion of these witnesses, who should be judges of speed, it was doing at least fifty miles to the hour. Everybody is eagerly awaiting the latest revelations of this ghostly air-vessel that flies by night, and hoping that it is destined to become the property of the British Government. No one has yet suggested that the flying craft is of German origin, and contains a sinister army of bold, bad Germans who will shortly sweep down on London; though to judge by some of the weird stories which have lately been floating around on the subject of invasion, such a suggestion would not come as a surprise.

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## THE FRENCH POSTAL STRIKE. SWEEPING GOVERNMENT VICTORY.

Paris, May 14.

At a meeting of the Post Office employés on strike held yesterday afternoon, great enthusiasm was aroused by the announcement that the Socialist deputies had sung the "Internationale" in the Chamber and that the sitting had been closed in consequence. The meeting at once struck up the "Internationale," and then passed a resolution to send a deputation to the Chamber to congratulate the Socialist deputies on their behaviour.

Paris, May 14.

On the sitting of the Chamber being resumed yesterday, M. Jaurès demanded that it should be clearly stated whether the Post Office employés had reason to assume in good faith that the retirement of the Under Secretary M. Symian had been promised to them. He adjured the Chamber not to pursue the reactionary policy of the Government. M. Barthou, the Minister of Public Works, thereupon rose and justified his action, remarking that the Government had not been wanting in consideration for their employés. The thesis that the freedom of the officials was restricted could not be upheld. The Minister reproached M. Jaurès with having supported the letter-carriers who had made anti-patriotic speeches; he also defended M. Symian.

The Premier, M. Clemenceau, said that so long as the Ministry continued in office the dismissal of the employés would hold good. The Chamber could choose between a legitimate Republican policy and a policy of adventure and dissolution. After other Deputies had spoken, the resolution was put and the voting took place. The debate had lasted six hours and been of the liveliest character. The resolution was in two parts: the first condemning the strike; the second expressing confidence in the Government. The two parts were put to the vote separately; the first being adopted by 455 votes against 69, and the second by 365 to 159.

## GERMANY'S PURCHASE OF AN AEROPLANE.

It is reported from Berlin that the purchase price of the Wright aeroplane which has been secured for Germany was about 200,000 marks. It appears that the aeroplane has been purchased by a private company, and not, as was at first supposed, by the German Government. This company has evidently concluded a comprehensive contract with the Wright brothers, having purchased the rights of making the aeroplane for Sweden, Norway, Denmark, Luxembourg, and Turkey. The contract is valid for fifteen years, and during that period the Wrights have bound themselves to acquaint the company with all their latest developments in aeronautics. The company will at once commence the construction of Wright aeroplanes here in Germany, and it is hoped that some of the machines will be ready for trial at Berlin in August or September of this year.

## THE GERMAN EMPEROR IN AUSTRIA. Vienna, May 14.

The German Emperor and Empress arrived here at 10 o'clock this morning, on their return journey from Corfu, to pay a two days' visit to the Emperor Franz Josef. The weather is cool and showery.

The Viennese press greets the advent of the German Emperor with extraordinary warmth and enthusiasm, hailing him in cordial language as a loyal ally and a prince of peace. The semi-official *Fremdenblatt* recalls that the German Emperor has repeatedly thrown his weighty words in the scale of peace, and continues: "This time his word was cast in our favour. His high sense of statesmanship and loyalty to the Triple guarantee us against war. But the greeting comes not alone from the leaders of this city; the people of the Empire will greet the Emperor William. Many mothers, who will tomorrow see the two Emperors, will think in their hearts: 'It is something precious to have seen once in our lives truth and loyalty.'"

The *Neue Freie Presse* says: "Germany's readiness to help will not be forgotten in Austria-Hungary, neither will Germany on her part forget Algieras. The two nations will co-operate all the more strongly because in certain States the desire exists to weaken German power. The alliance of the two Imperial Powers has showed itself to be a fundamental union of power over which no destroyer of the peace may lightly trample. Austria-Hungary and Germany united fear neither isolation nor hatred, and can be certain of enjoying peace. The meeting of Emperor William and Emperor Franz Josef is a demonstration of their labours for peace and the tranquillity of Europe."

## GAMBLING ON OCEAN LINERS. (DAILY RECORD CORRESPONDENT.)

New York, May 4.

Every experienced ocean traveller knows the dangers which beset the greenhorn from the professional card-sharper who piles his trade on the luxurious Transatlantic greyhounds, and since the tourist season has set in almost every liner arriving here brings news of some passenger or other who has lost huge sums in the smoke room during the course of a few games with these nimble-fingered gentry. Frequently the New York police are advised by wireless to meet incoming liners and investigate such cases. The "Kaiser Wilhelm II." which arrived here some days ago was met at Quarantine by two detectives in consequence of a wireless message, but they were unable to find sufficient evidence against the two gamblers whose skill had fleeced some of the passengers. As a matter of fact, those who have been fleeced are extremely reluctant to testify to their own foolishness, and consequently the sharpers go free in most cases. Some of the companies have adopted ingenious measures against these undesirable passengers. In the smoke rooms of their steamers they have posted up photographs of the most notorious gamblers, under which are printed the various aliases which the sharpers make use of. Each passenger, therefore, who enters the smoke room can examine these incriminating photographs and judge therefrom whether the man who invites him to a friendly game of poker is a professional sharper. These ocean gamblers travel to and fro on the fast liners throughout the season, carrying only hand luggage. They are usually the first to leave the vessel upon its arrival in port. A conservative estimate of the money which passengers lose at their hands every season amounts to many thousands of dollars.