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The Daily Record

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and THE DRESDEN DAILY.

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ALL IN THE AIR.

It never rains but it pours, says the good old proverb. The truth of this is again borne out by the quite extraordinary impetus which all branches of aerial navigation have received during the past year. Two years ago activity in this direction was, outwardly at least, moribund. Today we are faced with numberless possibilities and even probabilities which have automatically arisen out of individual and collective activity in the realm of air conquest. Aeronautics have not yet emerged from adolescence, but their growth henceforth is likely to be of unprecedented rapidity. It is indeed a remarkable coincidence that the Zeppelin airship and the Wright aeroplane broke upon an astonished world within a few short months of each other. Quite naturally there is a tendency to take an extreme view of the progress thus far achieved, and nowhere is that tendency more marked than here in Germany. But the Zeppelin airship, marvellous though its performances have proved, is by no means the final word. The dirigible and aeroplane schools each claim pre-eminence, and it remains to be seen which is to carry off the palm. Where two short years ago enthusiasm was confined to a few individuals who were regarded as somewhat eccentric, there now reigns feverish activity. Practically every country in Europe has built, is building, or is about to build flying machines of some sort or other. The Wright brothers state that they have orders in hand for nearly one hundred of their aeroplanes, destined for various purchasers in the United States and Europe. The lately formed aeroplane company in Germany is about to undertake the construction and distribution of flying machines on a large scale. The Zeppelin Airship Company has at least five or six dirigible balloons in course of construction. Great Britain, France, Italy, and even Russia are not behindhand. Verily the aerial era is upon us!

It is a saddening symptom of the times that while aerial navigation is in its infancy, little thought is given to other than its military possibilities. It is true that perfunctory suggestions have been made for the establishment of passenger services by air and hints thrown out as to the transit facilities that will be provided by Zeppelins and Wright aeroplanes. But so far the flying machine is being exploited as a weapon; and once again science becomes the handmaid of sanguinary war. Just what war would mean if conducted up in the clouds has been brought home to us by the lurid narrative of Mr. H. G. Wells. It is no less symptomatic that the airship has produced the airship gun. Last week experiments were carried out by the British military authorities which proved that at its present stage of efficiency the airship would fare badly in war. A captive balloon, something over half a mile high, was blown to pieces in thirty seconds by a battery of artillery at a range of over one mile. Reading the account of this experiment we came to the conclusion that life in a Zeppelin dirigible or a Wright aeroplane hovering over an enemy's country would not be worth living.

MUTINOUS FRENCH SOLDIERS.

Paris, May 28.

It is reported from Bourges this morning that the reservists of the 29th and 95th infantry regiments, who are now quartered at the camp of Avord to undergo their annual training, are showing pronounced signs of disobedience and mutiny. Yesterday a disgraceful scene occurred, and in the course of the riot one of the regimental colours was torn.



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FRENCH NAVAL DEVELOPMENT.

Paris, May 28.

The Superior Council for Naval Affairs has arrived at a decision in regard to the development of the French Navy which will place that force on an enormously powerful scale within a few years. The details made known today are as follow. Between the years 1910 and 1920 there will be built 33 battleships of the "Dreadnought" type, each displacing 22,500 tons, and six battleships of the "Danton" type, each of 18,500 tons. Added to these will be the six fine battleships of the "Patrie" type, so that by 1920 the French Navy will have 45 huge and powerful battleships. The armament of the new 22,500-ton vessels has been decided upon as twelve 12-inch guns and 18 small quick-firers. The total cost of this gigantic scheme is estimated at 1,440,000,000 francs.

NEW AMERICAN CONSUL-GENERAL FOR LONDON.

Washington, May 28.

Mr. R. J. Wynne, United States Consul-General in London, has resigned. Mr. J. L. Griffiths, United States Consul at Liverpool, will be nominated as his successor.

THE HARRIMAN RAILROAD COMBINE.

Philadelphia, May 28.

The consolidated Harriman railroads are reported this morning to have placed orders with the Baldwin and other works for 105 new locomotives.

NEW ZEALAND AND THE EMPIRE.

Wellington, May 27.

Speaking at the Winter Show at Auckland, Lord Plunket, the Governor, said: "This splendid and lavish display of fertility which this rising country, and the skill and energy of its people have opened upon Empire Day brings forcibly, I am sure, before many of us the serious thought, What would be our position if the Empire's position on land and on sea were in danger? How futile then would become such an exhibition of our exports, the life-blood of this dominion! Allow but for a temporary reverse of our Fleet in any part of the world, and imagine a war rate of insurance this product would be taxed with, and without a drop of New Zealand's blood being shed. Conceive the appalling consequences which would affect all classes in this country. But if any portion of the Empire appreciates this possibility, surely it is New Zealand, which so lately has shown herself ready to take a prominent part in its defence, and I am confident that after the important coming Imperial Defence Conference we shall be able to feel again that confidence which for a short time has been somewhat weakened."

DEATH OF A FAMOUS PHILOSOPHER.

Geneva, May 28.

Ernst Naville, the celebrated writer and philosopher, died here yesterday evening at the age of 92.

INTERNATIONAL NERVOUSNESS.

SIR EDWARD GREY'S VIEWS.

London, May 28.

At question time in the House of Commons, the Secretary of State for Foreign Affairs, Sir Edward Grey, in answer to a question on the paper, said that neither the Hague Prize Court Convention nor the London Declaration would be ratified until the House had had an opportunity of discussing both subjects.

Sir Charles Dilke (Radical) having expressed regret at the long delay in bringing forward the Congo question, Sir Edward Grey again rose, and said he agreed with the previous speaker in deploring the excessive nervousness of Europe in questions of foreign policy. "In the last six months," he said, "we have lived through a time of complications in the Near East, and we have now got into comparatively smooth water. I should be sorry to have to suppose that that nervousness has increased, since, in my opinion, there is not the slightest ground for any such increase." The Minister then went on to say he would like to know whether this nervousness had not been caused by the frequent discussions in the European Press of the relations of the Powers to each other. It was a good thing to have the heart examined from time to time, but for a man to be constantly feeling his own pulse could not be described as a good habit. (Laughter.) At this moment there was no European question that could give rise to friction between Great Britain and another Power; he would add that there was nothing to give rise to any friction in Europe. So far as the Cretan question was concerned, the four Powers interested had not altered the decision arrived at last July, to withdraw their troops from the island. He thought it not impossible that those four Powers and Turkey might find a solution of the question.

Alluding to the Congo, Sir Edward Grey remarked that, if roughly handled, this question might develop into a European one, compared to which that with which the Government had had to deal in the last few months was mere child's play. The member for Mid-Oxfordshire had suggested a peaceful blockade of the Congo. It was of no use to talk of a peaceful blockade. To carry out a blockade, force must be used, and if a blockade is to be enforced war must be contemplated. The Congo river was not the property of the Congo State or of the Belgian Government; it was a river that must remain open to navigation because it was subject to an international agreement. To blockade it with any success, Great Britain must be prepared to stop all ships; and if she decided to take such a step she must reckon on stirring up a European question of the most serious kind.

The House of Commons has adjourned until the 3rd of June.

TERRIBLE AUTO SMASH IN AUSTRIA.

Vienna, May 28.

A terrible automobile catastrophe occurred last night at Kaltenleutgeben, some ten miles from Vienna. The well-known millionaire, Dr. Rappapart, the owner of the Villa Allatini at Salonika where ex-Sultan Abdul Hamid is now imprisoned, was driving his automobile accompanied by Dr. Winsinger and a Mrs. Gibson, when suddenly the brakes refused to act and the vehicle was hurled with great force against a tree. The two gentlemen remained unhurt, but Mrs. Gibson was killed on the spot. The unfortunate lady hailed from Vienna; she was only 20 years old and had just been married.