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The Daily Record

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and THE DRESDEN DAILY.

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ENGLAND'S PROBLEMS.

RELATIONS WITH GERMANY.

(DAILY RECORD CORRESPONDENT.)

London, May 31.

The almanac summer which commences tomorrow promises a continuance of the innumerable "vital" questions which have been racking and straining public opinion in this country since the opening of Parliament. Our legislative pundits have departed to the seaside, the cool heights of bonny Scotland, or the eternal glaciers of Switzerland, leaving behind them a legacy to the man in the street which will confuse his heated brain unbearably these broiling days. Are we or are we not as strong at sea as our peculiar circumstances require? Is or is not our first and only line of defence split asunder by ignoble bickerings between the Admiralty and officers afloat? Is the Budget an ominous warning as to the strides which the Socialist hydra is taking in the United Kingdom, or is it not? Are our relations with Germany becoming better or worse? These are only a few of the problems with which everybody with a soul above test-matches and the King's Derby is endeavouring to unravel. The modest scope of this article is totally inadequate to do even the scantiest justice to any single one of these puzzles. But as your readers are perhaps more interested in the ever-interesting question of Anglo-German relations, it is advisable to deal chiefly with that. The Berlin Burgomasters and councillors have departed, leaving behind them an impression of bluff geniality and thoroughly good-natured criticism of our institutions. The man in the street refuses to believe that these worthy gentlemen are all Machiavellis in disguise, that their admiring glances directed hither and thither as they drove about our metropolis only covered a keen scrutiny of London's weak strategical points through which a German army corps is destined to penetrate. Herr Kirschner and Dr. Reick both gave us their sincere assurances that the citizens of Berlin bore no sort of grudge against England, and as one who was privileged to hear some of their utterances, I refuse to regard them as other than absolutely sincere. Today or tomorrow a select deputation from the English printing and publishing world will arrive in Berlin in the course of an extensive tour through Germany; and within a week or so a very influential body of English theologians will follow on their heels. Truly, if visits were a criterion of our relations with Germany, those relations would be of the most cordial character.

THE NAVAL SPECTRE.

But behind all these exchanges of mutual friendship and protestations of goodwill looms the spectre of inadequate naval defence. I call it a spectre because, in spite of the frenzied efforts of our national jingos and self-appointed experts, it still refuses to materialise. Some time ago a writer in your columns set forth in plain figures the respective naval positions of the two countries, and according to his calculation the British fleet is at least three times as powerful as the German. Anybody can verify this by glancing at one of the naval annuals. What, then, is the secret of the ever-increasing unrest which is making itself visible among even thoughtful people in this country. Speaking quite impartially, the peace-professing present Government is more than half guilty. It will be remembered that previous to the General Election of 1906, Anglo-German relations were of the best. In the full knowledge of perfect security from attack, the

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British people were ready to stretch out the hand of friendship across the North Sea. But three successive Radical shipbuilding programmes have wrought a grievous change. To placate the enormous body of their Socialist supporters the Government have played ducks and drakes with the national defences. Only the phenomenal strength of the navy previous to the Government's accession to power accounts for the supremacy which it still enjoys. They are still vacillating, as Mr. Asquith's mystifying statement about the two-Power standard last week testifies. As Prime Minister he "made a public meal of words" spoken only five months before. He recanted the most explicit declaration he has ever made, and what more natural than that the country credits him and his followers with utter indifference to the country's needs?

A GERMAN PRESS MISTAKE.

I notice that the German press accuses the Conservative party as a whole of fostering bad blood with Germany for party ends. That accusation denotes an amazing ignorance of the facts. The best men in the present movement are actuated less by party than national motives. They desire nothing but the best relations with Germany, but they are wise enough to see that unless you are strong you will gain no friendship worth having. England is sincerely anxious to live in closer bonds of mutual understanding with the nation which she rightly regards as the dominant factor of Continental policy; but only on terms of mutual respect for each other's national strength. It is, on the face of it, impossible for Germany and England to become better friends so long as England feels herself insecure, and every honest German knows this perfectly well in his own heart, even if his newspapers will not acknowledge it. Until in this country we have an administration strong enough to set our house of defence in order, thereby allaying the natural anxiety of the people, I prophesy that all the visits of municipal and other representatives which may be exchanged will have little or no permanent influence on the general situation. It is coming to be more and more recognised here that, far from the Conservative party being responsible for whatever international tension may now exist, the tranquil foreign policy worthy of a strong, self-respecting nation will only be restored when the country gathers up its fast accumulating energy and substitutes an administration of deeds for our present Government by contradiction, obscure oratory, and mischievous vacillation.

DISASTROUS CYCLONES IN AMERICA.

Dallas (Texas), June 1.

The town of Zephyr in this State was devastated by a terrible cyclone yesterday, which killed over thirty people and wrecked practically every building. Fire broke out afterwards and completed the work of destruction.

Oklahoma City, June 1.

A violent tornado which raged over the State on Saturday and Sunday has resulted in the death of 22 persons and injuries to 50 others. The material damage is very great.

ZEPPELIN'S GREAT CRUISE.

SERIOUS ACCIDENT TO THE AIRSHIP.

The new airship Zeppelin II., whose first ascent we reported a few days ago—an ascent which was only made to try how the new fittings worked, and which lasted little more than half an hour—started from Friedrichshafen for a long trial trip at half past 9 o'clock on Saturday night and, steering a north-easterly course, passed successively Nuremberg (8.30 a.m. on Sunday), Bayreuth (10.15 a.m.), Leipzig (5.0 p.m.), Bitterfeld, near Halle (7.10 p.m.), and Halle at 7.30 p.m. A telegram from the airship, handed in at the Bitterfeld office at 7.20 p.m. addressed to the Zeppelin Company at Friedrichshafen, ran: "Just decided to return. All in best order." From Halle the homeward course led by Weimar (passed at 9 p.m. on Sunday night, just 12 hours after the start), Schweinfurt (3 a.m. on Monday morning), Stuttgart at 9.15, Esslingen at 9.45, Plochingen (10 a.m.), and Kirchheim (at 10.15) to Göppingen. Here, unfortunately, an accident occurred.

It appears from our various telegraphic reports that the Count had decided on a landing, in order to replenish his store of benzine fuel, which had run short. The attempt to land was made in a meadow; the ship was close to the ground and the engines had been stopped, when a gust of wind caught the head of the great structure, which is nearly 150 yards long, and forced it into a tree, where it was caught in the branches, nearly 100 feet of the envelope torn away and the aluminium frame forming the pointed bow or head of the ship bent in. This happened shortly before noon. A crowd soon collected, and there was no lack of willing hands to hold on to the ropes thrown out from the after gondola, which, with the stern half of the ship, was still swaying about in the air. It was nearly 3 o'clock when the ship was made fast. The repairs, which must be effected on the spot, will consist in removing the damaged portion of the frame, fixing a temporary head constructed from the aluminium debris, and recovering it. This must take some time. Count Zeppelin has returned to Friedrichshafen.

On Sunday afternoon, as the Zeppelin II., was expected to land at Berlin, the Emperor and Empress, with the Crown Prince and Princess, Prince and Princess Eitel Friedrich, and other members of the Imperial family, drove in automobiles from Potsdam to the Tempelhof field, and waited there five hours in the officers' casino of the Augusta regiment. Here their Majesties took supper, and at 10 o'clock, when it had become certain that the airship could no longer be expected, started on their return to Potsdam.

Count Zeppelin telegraphed yesterday that the repairs will take six weeks to execute, and the airship will doubtless be transported to Friedrichshafen by rail in a few days. The pending visit of Reichstag representatives to the airship depot must perforce be postponed.

THE AIRSHIP ASCENDS AGAIN.

Our last message yesterday stated that the airship ascended from Göppingen at 3.20 p.m. The unfortunate and most untimely accident which befell Count Zeppelin's airship at Göppingen in no way detracts from the fact that the vessel has achieved a phenomenal feat. The performance is far in advance of anything previously done in the realm of aerial navigation, and it is an eye-opener as to the effective range of such dirigibles. Given favourable weather the Zeppelin II. should be able to cross the North Sea without difficulty.