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The Daily Record

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and THE DRESDEN DAILY.

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THE AIRSHIP TRIUMPH.

(DAILY RECORD CORRESPONDENT.)

London, June 2.

The record voyage of Count Zeppelin's new airship has been followed over here with intense interest, and the fact that this marvellous vessel met with a slight accident on the homeward stretch does not in the least detract from our admiration of its performance. The newspapers are naturally making the most of this latest achievement to stir up British public opinion as to the necessity of pressing forward if this country is not to be left hopelessly behind in the realm of aerial navigation. It is pointed out that, while there is no reason to suppose that any of Count Zeppelin's flying monsters will ever come to us with hostile intent, it is just as well to understand quite clearly that his latest type is apparently able to do so if Germany thought fit to make that demand upon its capabilities. The fact must not be blinked at that he got within seventy or eighty miles of Berlin in spite of strong headwinds and other adverse circumstances, and it is recognised that if a replenishment of his benzine tanks had not become necessary, there was nothing to stop his eventual triumphant landing on the Tempelhof ground. These facts, as I say, are being driven home, but there are still many people who adopt the same attitude towards the airship as their narrow-minded forefathers did towards the locomotive and the steamship. Airships are no doubt very interesting as playthings, they say, but you don't get us to believe that they could ever play an important part in war. On the other hand, thoughtful persons are coming more and more to a realisation that England, which in former times always led the way towards new mechanical and scientific discoveries, is cutting a particularly ignominious figure in this the latest, and perhaps the most important, of all scientific developments. It is true that a select committee has been formed to consider ways and means whereby Great Britain may regain her rightful position among the Powers who are straining every nerve to conquer the unsubstantial element; but its members do not include more than one or two practical aviators, and nobody really expects much tangible result from their deliberations. The Government, having reluctantly sanctioned the formation of this committee, do not appear inclined to go any further in the matter, and resolutely refuse to offer a substantial monetary reward to enterprising inventors. Failing such a spur, it is unlikely that patriotic motives alone will induce our aeronauts and other inventors to give their time and brains to the problem, particularly as the ingratitude of British Governments is proverbial. Private enterprise has done and is still doing much, but without Government aid no widespread organisation such as the subject demands is possible. Meanwhile, the journals are devoting many columns each day to reports and articles on aerial progress the world over. About once a week, too, the British army balloon makes its appearance and ascends two or three hundred feet; then its propellor stops, it sinks slowly to the ground, and is hurried back to its shed. Another day Colonel Cody appears with his aeroplane, makes one or two abortive attempts at flight; comes down ignominiously, and also retires to his shed. Beyond this nothing is done; and nothing further can be done until our present lethargic Government are brought face to face with the fact that the aerial era is actually upon us and that we are only commencing to rub our eyes while others have been working in their shirt-sleeves to good effect.

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AIRSHIP VERSUS ARTILLERY.

(DAILY RECORD CORRESPONDENT.)

London, June 1.

Interesting experiments to define the exact degree of accuracy with which a balloon may be bombarded from below are still in progress by the military authorities, and informative data are already at the disposal of the War Office as regards the effect of shell fire upon balloons. As far as can be gathered at present, the bursting of the first shell fired—the target was a captive balloon, the scene Salisbury—gave the range to the gunners concerned, and the explosion of the second shrapnel shell caused the balloon to begin to sink. Two more shells expedited its fall, and so the experiment ended with a very satisfactory piece of work, the range being 2,500 yards. In naval warfare, however, it seems far more probable that the aeroplane pure and simple will have to be dealt with, so that experiments upon captive balloons are of little use to naval gunners. These extremely observant people will, however, undoubtedly have noticed the very satisfactory results yielded by the use of shrapnel shell, which will do just as much damage to an essentially fragile thing as an aeroplane as it will to a captive balloon. Indeed, of the two, it is likely that the aeroplane will suffer most, for if it once begins to drop it will come down like a stone.

AMERICA'S AERIAL DEFENCE.

Washington, June 3.

By order of the commanding officer of the U.S. Army Signalling Corps plans are being worked out for the defence of the United States against airship attacks. If Congress will appropriate 500,000 dollars for this purpose, stations for airships and flying machines will be established at Washington, Philadelphia, and New York.

COUNT BERNSTORFF IN AMERICA.

Washington, June 3.

Professor Teck has introduced the German Ambassador, Count Bernstorff, to the company assembled at Columbia University as the representative of a country to which America was immeasurably indebted, and as the personal representative of a far-seeing ruler who was making his Empire, though it was born in war, greater and more famous by the works of peace.

Columbia University has conferred on Count Bernstorff the honorary degree of Doctor of Laws, and the degree of Doctor of Letters on Professor Dr. Hülsen, the second secretary of the German Archaeological Institute in Rome.

KAISER AND TSAR.

We are informed that, in compliance with an invitation from the Tsar of Russia, his Majesty the German Emperor intends to go, about the middle of this month, to the northern part of the Baltic, there to meet the Russian ruler.

WHO DISCOVERED AMERICA?

(DAILY RECORD CORRESPONDENT.)

New York, May 25.

There have always been many influential authorities who questioned the claim of Christopher Columbus to be the first discoverer of America, and today there comes news from the West which goes far towards bearing out the theory that the sturdy sons of Scandinavia were the first to dare the unknown Atlantic passage and set foot in the New World. Mr. Hjalmar Holand Ephraim, curator of the historical archives of the "Sons of Norway," while engaged in investigations for the Chicago Historical Society, has come across a runic stone which appears to furnish convincing testimony that America was not only discovered long before the landing of Columbus, but that explorations had been made far into the interior by hardy Norwegian seafarers. The stone in question was found in a remote region of Wisconsin, and bears an inscription and the date 1362. Copies of the inscription have been sent to the University of Christiania. The inscription is in ancient Norman, and the Chicago professors have deciphered it as follows:—

"Eight Goths and twenty-two Norwegians on a voyage of discovery from Vineyard to the West. We had made a camp on two rocky islands located a day's journey from this stone. Some of us were absent for a day to catch fish, and on returning we found ten of our comrades lying dead in their blood. Holy Mary deliver us from evil! We have left ten other comrades on the shore to guard our vessel, forty-one days' journey from here. Year 1362."

This discovery is creating widespread interest in scientific and geographical circles, and thus far there is nothing to prove the stone other than genuine. But tradition dies hard, and the belief that Christopher Columbus was actually the first European to set foot on this great Continent is so ingrained in us that it is to be feared the dauntless sons of the North who have left the above testimony of their presence will not receive their due measure of popular honour.

LIGHTNING STENOGRAPHY.

(DAILY RECORD CORRESPONDENT.)

New York, May 25.

An interesting competition took place at Kansas City yesterday between a number of stenographers noted for their rapid typewriting. The palm was carried off by Mr. A. Trefzer, of New York, who attained an extraordinary speed on his machine. Writing from a copy he kept up an average of 109 words per minute for fifteen minutes, thereby beating all previous records in this line.

SOUTH AFRICAN UNION.

Cape Town, June 2.

Parliament opened on Wednesday, when the debate on the amendment to the Constitution which has been accepted by the Transvaal and the Orange Colony was adjourned.

FRENCH POSTAL OUTRAGE.

Havre, June 3.

Four telegraph wires on the coast and two communicating with England were cut on Tuesday-night.