

Office:
 Struve Str. 5, I.
 Dresden A.
 Telephone
 1755.

The Daily Record

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and THE DRESDEN DAILY.

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THE EAGLE RUFFLED.

Mrs. Elinor Glyn has by dint of hard work succeeded in earning for herself the undiluted detestation of all Americans, and everybody who reads her latest book, "Elizabeth visits America," will not need to ask the reason why. For more than a century past it has been the favourite and mutual pastime of English and Americans to write books about each other. Hard words and vitriolic criticism have not been spared on either side, but it is impossible to doubt that in many cases these volumes of candid criticism have taught the two kindred peoples to understand one another better. No sensible English or American person can or does object to reading wholesome, well-meant criticism of customs and institutions which he himself knows to be far from perfect. The outsider is often able to perceive defects that are invisible at close range, and before American people caught the travel fever and came to see for themselves how affairs are managed in other lands their very insularity was not conducive to the creation of habits, customs, and methods of administration based on broad-minded principles. The very fact of their having succeeded so marvellously under conditions the reverse of propitious is testimony to the unique character of the American people and a guarantee of even better things for the future.

You cannot fairly criticise Americans without having lived and worked among them for many years, or without gaining an insight into the national ideals and guiding motives, which, it may be said, are as different from those of Europe as is chalk from cheese. Too many Europeans cross the Atlantic under the impression that they are going to visit the half-baked settlement of a cosmopolitan people whose sole aim it is to achieve equal rank with Europe. Nothing could be more erroneous. The earnest American entertains far loftier national ideals; he has studied the policy of Europe and discovered it lacking many, if not most of those features which he considers essential to the moral and mental welfare of a cultured race. What is the result? Whereas today the highly civilised States of Europe are absorbed in a disastrous race for militant power, spending countless millions on the training of multitudes in the science of war and devoting a great part of their scientific talent to the devising of engines of destruction, the United States are spending their money and energy on creative schemes with an eye to the future of the race. The education problem has nowhere been tackled so successfully and energetically; the internal problems of the country, which are so numerous and vast and complex that they would speedily confuse and discourage any European State, have been mastered and controlled and will in due time be solved by the process of automatic evolution. The Panama Canal, perhaps the most extraordinary and comprehensive engineering feat every undertaken in the history of the world, is America's answer to the frenzied armament competition in Europe, having as its object the welfare of universal commerce and the facilitation of international traffic. Volumes could be devoted to the innumerable tasks now engaging the attention of America and all contributing to peace and prosperity instead of to war and depression.

Into the midst of the American workshop, where the various parts destined to form the great edifice of the future are being wrought and shaped, steps Mrs. Elinor Glyn, typical of all the old, discredited, and narrow prejudices of Europe, and raises her thin carping voice. She produces with a great flourish and a spurious air of originality all the

(Continued on page 4.)

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NEPTUNE'S TRIDENT.

MORE BRITISH NAVAL DISCUSSIONS.

The British people are apparently still firm in their belief that the trident of Neptune is the sceptre of the world, and that peculiar malady known as "Navalitis" continues to rage furiously throughout the Empire. Lord Charles Beresford delivered his long expected indictment of the Admiralty administration on Tuesday evening, and in the House of Lords on the same day Lord Ellenborough pronounced his extraordinary theory as to how the entire British Fleet could be bottled up in the Thames by an enterprising Power on the occasion of the pending Lord Mayor's Naval Review. The following telegrams deal with these and other incidents:—

London, July 1.

Lord Ellenborough, during yesterday's sitting of the Upper Chamber, drew attention to a feature of the forthcoming review of the Fleet in the Thames which had presumably been overlooked by those responsible for the arrangements. It would be a comparatively easy matter, he said, to sink ships or lay mines at the mouth of the river and thereby indefinitely dispose of practically the entire British naval forces. He enquired whether the Government intended to take precautionary measures, similar to those in force at Gibraltar, to prevent the disastrous consequences of such a coup.

The Earl of Granard, representing the Admiralty, replied that the fears of the noble lord had been proved utterly groundless by the publication of the fleet review programme. The Admiralty was of the opinion that all necessary measures for the protection of the fleet had been taken. A sudden surprise such as the noble lord had suggested would be an act of treachery on the part of a foreign Power, and at the present moment Great Britain's relations with her neighbours were the best possible.

Earl Cawdor exhorted the Government to make enquiries for the purpose of convincing themselves whether a sudden attack by a foreign Power was really impossible. The State Secretary of the Colonies answered that while such an attack was not perhaps impossible, and although there were limits to the precautionary measures which could be taken to prevent such an emergency, the Government were convinced that no civilised Power would undertake a piratical attack of that nature.

London, June 30.

Speaking in the City today, Admiral Lord Charles Beresford asked for a definitive Naval programme that should put an end to the unhealthy competition in ship-building; and proposed that, in addition to the present programme, ten "Dreadnoughts," 18 second class cruisers, 18 cruisers for the protection of commerce, 24 scouting cruisers, four floating docks, and 52 torpedo-boat destroyers should be completed by March 1914; and further that the coal reserves should be replenished and the repairing yards abroad improved. The cost of the programme he estimated at from 55 to 60 millions sterling. The most serious point, said Lord Charles, was the unprotectedness of the ocean highways; he hoped that it would be possible in this respect to bring about the co-operation of the whole Empire.

In introducing his programme, Lord Charles said he wished to say nothing that could irritate Germany, but he was compelled to draw a comparison with the next strongest naval Power. German naval policy had aroused great anxiety in England because people naturally asked what its purpose was. If the coast of Germany and German maritime commerce were compared with the British coast and British maritime interests, that anxiety would be to a certain extent justified. When Germany drew up her fleet programme in 1900, people in England did not believe it would be carried out; but it had been carried out—a fact that was Germany's business and not England's. It was to be regretted that England had humiliated herself in begging Germany not to go on with her programme because England wanted her money for social reforms.

London, July 1.

The First Lord of the Admiralty, answering a question as to whether the Admiralty had decided to provide further dock accommodation for ships of the largest size, said that it had been decided to construct two floating docks capable of receiving the largest warships. The stationing of those floating docks when completed would depend on strategic considerations.

EUROPE AND WEST AFRICA.

London, July 1.

Reuter learns that Great Britain will enter into negotiations with Belgium, France, Germany, Portugal, and Spain for raising the duty on spirits exported to the West African colonies and dependencies, and for limiting the export of arms and ammunition to those countries. The negotiations will also aim at the conclusion of an international convention for regulating quarantine and sanitary matters in connections with the Paris convention for preventing epidemics. Great Britain is said to wish to raise the duty on spirits, which now stands at three shillings and seven pence halfpenny per gallon, to five shillings per gallon.

THE GOVERNMENT AND THE BUDGET.

London, June 30.

After a six-days' debate on the first article of the Finance Bill, the Chancellor of the Exchequer today moved the closure, which was carried after the usual opposition. Clause 1 was then put, and carried by 296 votes to 112.

TRADE UNIONISM IN AMERICA.

Pittsburg, June 30.

More than 10,000 skilled workmen employed by the American Steel and White Metal Company, which owns factories in Pennsylvania, Ohio, Indiana, and West Virginia, will strike at 12 o'clock tonight, because at that hour a regulation of the Company will come into operation, admitting non-Unionist workmen to work side by side with Unionists.

Pittsburg, July 1.

7,000 of the White Metal Company's workers struck work at midnight and 190 of the United States Steel Corporation's rolling mills are shut down. The majority of the white metal companies in America are independent and will be unaffected by the strike.