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The Daily Record

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and THE DRESDEN DAILY.

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THE LOST SUBMARINE.

The appalling disaster which has overtaken the British submarine C 11 is the third catastrophe of this nature sustained within recent years by England. As will be seen from the despatches we print today, the death-roll has dwindled to eleven, but that figure is sufficiently terrible to convey to the mind an idea of the risks incurred by the men who serve in these deadly under-water craft. In the event of disaster the crew of an ordinary merchant vessel or man of war usually have a chance, slight though it may be, of saving themselves. But the men imprisoned in the confined space of a submarine go to their duty in the full knowledge that, should their uncanny craft be struck by a passing steamer or other obstruction, their doom is practically sealed. "Drowned like rats in a trap" is the literal fate that continually overshadows them; but far from being deterred by the frightful risks attaching to submarine duty, the applicants, both officers and men, are always in excess of the demand. The service, be it understood, is quite voluntary, and carries but a few pence of extra pay; and we believe that there is absolutely no form of compulsion, direct or indirect, in recruiting for this class of duty. In spite of the achievements of science and the taking of every humanly conceivable precaution against disaster, the submarine boat is still in its infancy. Once beneath the surface it is more or less blind, particularly after nightfall, when the ingenious periscope cannot be brought into requisition. Every instant is fraught with dire peril, and the nerves of those in command must be on a constant strain. Many and varied are the dangerous avocations which men pursue, either through a love of adventure or as a means of livelihood; but of all these risky situations we venture to assert that service in a submarine is far and away the most perilous, and the very fact that there are thousands of men who deliberately volunteer for this duty is an irrefutable argument against the theory that the standard of human courage is diminishing in proportion to the spread of civilisation.

London, July 15.

The Admiralty notifies that the steamer that sank the submarine C 11 off Cromer was the "Eddystone," bound to Hull. Three of the crew of C 11 were saved, but thirteen are missing and it is feared they were drowned.

London, July 16.

But few details have as yet been made known respecting the sinking of the submarine C 11. It is said that a cruiser left the Humber yesterday with eight submarines, steering a southerly course; and that, when the convoy were off Cromer, the "Eddystone" steamed through the line of submarines and ran into C 11. In the endeavour to avoid the "Eddystone," C 16 and C 17 collided, the latter sustaining such damage that she had to be taken in tow.

A further official notification vouches for the safety of two more of the crew of C 11, so that the number still missing is eleven.

According to a later report published by a Berlin contemporary, the two Lieutenants on board C 11, Brodie and Watkins, were saved. The submarines were steaming at full speed above water, the conning-towers were open, and the two Lieutenants and one of the men saved were on the bridge. The "Eddystone," which is a ship of between 2,000 and 3,000 tons register, steamed ahead without offering to render assistance. The accident took place at midnight, in clear weather. The sunken boat is lying in 35 fathoms of water. The cruiser "Bona-

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venture" and several tugs are anchored near the spot and engaged in salvage operations. The "Eddystone" has arrived at Hull, and reported that she had been in collision with submarines, but had neither received damage nor picked up any survivors.

THE STRIKERS IN PITTSBURG.

Pittsburg, July 15.

Today three thousand more of the Tin Company's men ceased work, thus associating themselves with the ten thousand already on strike. Besides this total of 13,000 strikers in the metal trade, 14,000 coal miners employed in the Pittsburg coal mines have struck in obedience to the orders of their local Union but without the consent of the executive of the United States. It is believed that the strike will not last long.

New York, July 15.

The strike at the pits of the Pittsburg Coal Company is ended; work was to be resumed today.

AVIATION.

THE WRIGHT AEROPLANE TESTS. MISHAP AT FORT MYER.

Washington, July 13.

The Wright aeroplane tests at Fort Myer were resumed this evening by Mr. Orville Wright, who made two unsuccessful attempts at flight. At the first essay he failed to rise into the air. At the second he rose fifteen feet, but with such difficulty that his efforts to ascend brought down the machine. Mr. Orville Wright failed to stop the motor before landing, and the machine scraped against a knoll, breaking the cross-bars and skids.—Reuter.

MR. CURTIS'S SUCCESS.

Mincola, Long Island, July 14.

Mr. Glen H. Curtis made three successful aeroplane flights yesterday evening near here. He maintained a speed of forty miles an hour at an elevation of forty feet, and covered a mile and two-thirds.—Reuter.

THE CHOLERA IN ST. PETERSBURG.

St. Petersburg, July 15.

Since noon yesterday 43 deaths from cholera, and 120 fresh cases, have been reported. The number of cholera patients under treatment is 843.

HOUSE OF LORDS.

COUNTY COURT DIVORCE.

In the House of Lords on Wednesday afternoon, Lord Gorell moved a resolution that jurisdiction to a limited extent in divorce and matrimonial cases should be conferred upon County Courts in order that the poorer classes may have their cases of that nature heard and determined in these courts. The subject, he said, was one of very great importance, and he felt its gravity and importance. He would not have brought it forward unless he had had long experience of the subject, and unless he had felt, after years of watching this class of case, that it was his duty to do so. The motion did not propose to deal with any alteration in the law. It was confined entirely to a matter of procedure, and its object was to bring the reform effected by the statute of 1857 within reach of those who at present could not afford the cost of proceedings in the High Court (hear, hear). Moreover, the conviction had been forced upon him by long experience that the present state of affairs was adverse to the best interests of public morality. The poverty which he had found in connection with the people who wanted relief prevented large numbers having access to the Court in London.

HOUSE OF COMMONS.

London, July 15.

Although yesterday's sitting lasted till 9 o'clock this morning, the debate on the Finance Bill was resumed at the usual hour this afternoon. The first five paragraphs were passed with only slight opposition, but the proceedings were varied by a personal incident in which Earl Winterton, Conservative member for Horsham, made an unfounded accusation against Mr. Thorne, a member of the Labour party, and had to withdraw it, alleging in excuse the strain of the previous all-night sitting. Sir Edward Grey, the Secretary of State for Foreign Affairs, replying to questions as to the latest news from Persia, said that, so far as was known at the British Embassy at Teheran, foreign persons and property had hitherto suffered no injury, with the exception of one ascertained instance of the plundering of an English house, and of inconsiderable damage done to a few houses by rifle fire. Fears had been entertained by the foreign inhabitants of Teheran, but as yet neither the British nor the Russian Embassy had seen reason to take special measures of defence. No order had been issued so far to the Russian troops to advance; but troops were held in readiness at Kaswin.

Sir Edward added that the situation in Shiraz was such as to cause anxiety; and a small British force was ready to advance from Bushire in case it should become necessary to strengthen the Consular guard at Shiraz for the protection of foreigners and their property. The whole situation was, of course, full of unrest and uncertainty; and wherever, within the British sphere of influence, British or other foreign residents or their property were endangered, Great Britain would do all in her power to protect them.

THE SPANISH NAVY.

London, July 15.

Reuter learns that a contract was signed this week at Madrid between the Spanish Government and an English syndicate for the building of a new Spanish fleet at a cost of seven millions sterling.