

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

# The Daily Record

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and THE DRESDEN DAILY.

THE FIRST DAILY PAPER IN ENGLISH PUBLISHED IN GERMANY.

No 1,054.

DRESDEN, THURSDAY, JULY 29, 1909.

10 PFENNIGS.

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## GERMANY AND ENGLAND. HOW THE PRESS MAKES MISCHIEF.

Last Monday evening's edition of the *Deutsche Tageszeitung* contained what is probably the most idiotic, and at the same time mischievous, article that has ever disgraced the columns of a reputable news organ. This newspaper, it is hardly necessary to explain, is a Pan-German (or Jingo) journal, and its *raison d'être* is apparently the creation of bad blood between Germany and other nations, particularly England. Foreign readers cannot be expected to distinguish Jingoistic "tall talk" from serious comment, and consequently articles couched in pugnacious terms always constitute a grave danger. The article in the *Deutsche Tageszeitung* made a suggestion which cannot be too promptly repudiated in the interests of international harmony. In connection with an article which recently appeared in the *Westliche Canada-Post* (a German newspaper published at Vancouver, British Columbia), the *Tageszeitung* sees fit to calmly propose that an agitation against the increase of the British Fleet should be set on foot by Germans living in British colonies, and concludes by saying:—

"The Governments of British colonies must reckon with this opposition in the future, because German settlers will not willingly pay out of their pockets for a Fleet directed against their own Fatherland. Thus a stimulation and strengthening of the national spirit among Germans resident abroad may become a valuable antidote against the Jingoism of the English,—a gratifying prospect both for the interests of Germanism and the maintenance of peace."

For the credit of the German press it should be added that the *Berliner Tageblatt* sharply criticises this suggestion, and adduces some very logical arguments against it. It is pointed out that if English people living in German colonies or in Germany itself were to institute an agitation against the increase of the German Fleet, the *Deutsche Tageszeitung* would be among the first to raise a hue and cry. The *Tagblatt* continues:—

"It is too plain that this tactless and unheard-of challenge may be utilised by the English Chauvinists for further attacks. In the interests of Peace, which apparently lie so near to the heart of this Pan-German newspaper, we can only request Germans living in British colonies to hold themselves absolutely aloof from any such agitation."

It is in our opinion important to draw especial attention to the fact that the *Deutsche Tageszeitung* is a Pan-German paper, and that we are not in sympathy with this movement which is luckily not a powerful one. The above remarks of our tactless contemporary will make it easy for our readers to understand why we do not countenance Pan-Germanism.

## OPPOSITION TO THE BRITISH BUDGET.

London, July 27.

A meeting called by the Conservative Union was held today to protest against the Budget. The hall was crowded and a resolution passed condemning the Budget proposals and advocating tariff reform. The chief speaker was Mr. Balfour, who said that the absurdly inadequate shipbuilding programmes of the Government in the last three years had endangered the vital interests of the country. Moderate tariff reform was required, particularly in view of the present Budget.

## THE BRITISH COAL DISPUTE.

Glasgow, July 27.

The conference held here today between the mine owners and the leaders of the men, with the object of bringing about a compromise that would obviate a general strike, led to no agreement. Another meeting is to be held in London on Thursday. In the course of the afternoon a message was received from the Nottingham miners that the feeling there was strongly in favour of a general strike.

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succ. to Helena Wolfoehn Nachf. Leopold Elb.

## THE NEW FRENCH CABINET.

ITS POLICY.

Paris, July 27.

The new Cabinet declares, in the statement read in the Chamber, that it will pursue a policy of peace, reform, and progress. It will be inviolably loyal to the alliances and the friendships of France, and will consider its duty to lie in gaining respect for the dignity and the rights of France, and in ensuring the peace of the world. It will carry on the policy of the late Government; that policy of peace, which had been consistently approved by the Chamber, had contributed to strengthen the confidence which had enabled France to bring her influence to bear, with increasing authority and in a conciliatory spirit, on the settlement of international difficulties. The statement closed with the assurance that the Government intends to work for the organisation of the democracy.

## INTRODUCTION IN THE CHAMBER.

Paris, July 27.

The galleries are crowded, and there is a full attendance of members. The Prime Minister, M. Briand, read the Ministerial statement, which was received with applause, especially the passages referring to the alliances and to friendly relations.

Answering various questions put to him by the Radical deputies, MM. Lafferre, Lauraine, and C. Enoist, M. Briand said he had not accepted office without some perturbation of mind; but, having resolved to accept it, he had not become another man, but had adapted himself to his post. He was the same as he had always been during the seven years of his connection with the Radical party.

An order of the day, expressing the Chamber's confidence in the Government and its assurance that the Ministry would truly interpret the will of the majority, and approving the declarations of the Government, was adopted by 306 votes against 46.

## THE SOUTH AFRICAN UNION.

London, July 27.

The Bill for the unification of the South African colonies was read a second time in the House of Lords today.

The South African delegates who are now in London have expressed to the Imperial Government the wish that the Parliament of the Union may be opened by the Prince of Wales. It is understood that the wish will be complied with, if possible.

## THE SPANISH DILEMMA.

FIGHTING IN MOROCCO.  
SERIOUS PLIGHT.

Madrid, July 27.

General Marina has asked for torpedo boat destroyers to patrol the Riá coast. An official report from Melilla states that a provision train on the railway to the mines was attacked by natives, and that the Spanish guard in defending it lost one man killed and five wounded.

Paris, July 28.

The *Matin* publishes a report from Oran that, according to reliable information, the situation of the Spaniards at Melilla is critical and that on one day, the 24th instant, 800 men were placed *hors de combat*. General Marina is said to be very unpopular, and a company of infantry to have refused to march.

Melilla, July 28.

The fighting has begun again. General Pintos and several officers have fallen.

## LOSSES EXCEED OFFICIAL FIGURES.

Hendaye, Basses Pyrénées, July 27.

A report from Melilla runs: "The fight of the 23rd instant was the fiercest up to that date since hostilities began. A Spanish detachment was surprised in a defile and fired upon by Moors in ambush on the neighbouring heights. The losses amounted to 400 killed and wounded. An officer said the losses on the 20th and 21st were much higher than had been officially reported. It seems essential that 14,000 troops should be sent out to Melilla, to clear and occupy the Gurugu hills, which are a fastness of the Moors.

The body of the Colonel who was missing has been found; he is said to have ordered a sergeant to give him the *coup de grâce*, to prevent his falling alive into the hands of the enemy."

## MARTIAL LAW IN SPAIN.

Madrid, July 27.

The Ministry has resolved to place Tarragona and Gerona under martial law.

Barcelona, July 27.

When the general strike was proclaimed, serious collisions occurred between the police and the strikers. A Captain of Gendarmerie and eight of his men were killed, and some 20 wounded.

Perpignan, July 27.

The lines of the railway from Barcelona to Cerdère have been torn up in several places. The strikers are watching the line and stopping all traffic.

## MARTIAL LAW FOR CONSTANTINOPLE.

Constantinople, July 28.

The *Courier d'Orient* says that the Court Martial, with the approval of Shevket Pasha, has decided to prolong the state of siege in Constantinople to March 1911.

## TURKEY AND GREECE.

Constantinople, July 27.

According to authentic information, the declarations of the Greek Prime Minister, M. Rhalli, have made an excellent impression on the Turkish authorities, who believe them to be sincere and say that, if Greece pursues the policy indicated, the Porte will make its dispositions accordingly. Turco-Greek relations have thus begun to improve.

## RESIGNATION OF RIFAT PASHA.

Constantinople, July 28.

Rifat Pasha, the Minister of Foreign Affairs, has resigned his office.

## TRAIN DISASTER NEAR KANSAS.

New York, July 26.

A telegram from Kansas City states that a passenger train from Wabash (Indiana) plunged into the Missouri River near Kansas, last night. Six passengers were killed and 50 injured. It is believed that the train left the rails owing to the points not having been set properly.

# BERLIN

All social and other items intended for publication in this column should be sent to the Berlin representative of *The Daily Record*:—Miss C. M. Hook, Rosenheimer Strasse 28, W. All business communications, relating to advertisements, etc., should be sent direct to the Dresden office:—Struve Strasse 5.

Copies of *The Daily Record* may be obtained at Selmar Hahne's bookstore, Charlottenburg, Joachimsthaler Strasse 44, opposite the Zoological Garden station.

Mr. White, American Ambassador in Paris, arrived in Berlin last night and took accommodation at the Hotel Adlon.

Dr. David Jayne Hill, the American Ambassador, left Berlin yesterday to take part in the celebrations commemorating the 500th anniversary of Leipzig University. He expects to return on Sunday. The date of Mrs. D. J. Hill's return to Berlin is still indefinite.

Before leaving Berlin last Saturday, Mr. C. K. Billings, the famous Chicago owner of Lou Dillon, the "Queen of Trotters," put to his credit a happy act of generosity. He presented to the Ruhleben Trotting Club his beautiful horse Delight, which, it will be remembered, won with ease the only race for which it entered at the recent opening of the Ruhleben trotting stadium. The gift will doubtless do much towards melting away German reluctance to recognise the merits of the world-renowned American trotting-horses.

As another pleasant memento of his visit to Berlin, Mr. Billings announces his intention of naming his next fast trotting-horse after the Hotel Adlon. Instead of giving it the title of Lou Dillon the Second, he intends to call it Adlon the First.

Three interesting informal "talks," attended by quite a coterie of Berlin's summer army of professors and their wives, were delivered in Miss Hunt's parlors, Kleist Str. 11, the last two Sundays, July 18 and 25. The guests consisted exclusively of Miss Hunt's large and intellectual "family" and their friends.

Three well-known professors spoke. Professor Jas. Alexander Craig, of Ann Arbor University, gave a most topical address on the recent 350th celebration at Geneva University, from which he had just returned. Professor Albert Clay, archaeologist, of the University of Pennsylvania, spoke on phases of his recent Assyriological investigations in the East. A Professor of Huntsville, Texas, a well known biologist, spoke on his researches into the nature of sleep, introducing interesting experiments he had lately made, during sleep, upon persons in the house.

Amongst those present were Professor Lyman G. Smith, of Boston; Mr. Black, of Harvard University; Professor Smith of Lane Theological Seminary; Dr. and Mrs. Hans Pringsheim, and others.

Mr. and Mrs. A. F. P. Hayman expect to leave Berlin on August 14 for their annual trip to England. After a night in London they will go direct to Yorkshire for a few days' visit, and thence to Southsea for the remainder of their stay. Miss Dinah Hayman leaves today (Thursday) for England, and will spend part of her holiday in the Lake District. Mrs. and Miss Hayman expect to spend about a fortnight in Paris before returning to Berlin.

Mrs. Lepsley Caughey, of Pittsburg, Pennsylvania, a cousin of Mrs. Charlemagne Tower, the wife of the former Ambassador to Berlin, is spending a week at Pension Bergh, Motz Str. 52, before going on to London. Mrs. Caughey is accompanied by her daughter and sister.

Mrs. Florence French, of Chicago, the editor of the *Chicago Musical Leader and Concert-Goer*, was expected to arrive in Berlin yesterday, at Kleist Str. 11, on a few days' visit to Miss Caroline V. Kerr. Mrs. French, who is accompanied by her daughter, comes up from Paris and Leipzig, and will go from Berlin to London. It is interesting to note that both Mrs. French and her husband, the business manager of the successful musical journal, are English by birth.

Mr. Ulysses J. Bywater, American Deputy Consul-General in Dresden, spent Saturday and Sunday in Berlin en route for London and Paris on a month's holiday. Later he will join his family in Switzerland, returning to Dresden in the early part of September.

Mr. Frank Bohr, of the Berlin Consulate General, lately spent several days with friends in Reichenberg, near Berlin.

Mr. William Liddle, of Rixdorf, Berlin, a member of the English Colony, arrived on Monday at Reval on the Baltic, and expects to remain there until August 10 with Mrs. Liddle and their children.

Mrs. Charles Whitacre and her daughters have now left Dresden and are spending a month at Domburg in Holland.

Miss Cornelia Warren, of Boston, who with a party of five Americans, including her two nieces, has been spending some time at Pension Bergh, has left for Munich.

## CHURCH SERVICES: BERLIN.

St. GEORGE'S CHURCH, Monbijou Garten.  
Second Entrance: Oranienburger Strasse 76B.

Sundays: 9 a.m. Celebration of Holy Communion.  
11 a.m. Matins and Sermon (followed by a second Celebration on 1st, 3rd, and 5th Sunday in the month).  
6 p.m. Evensong and Sermon.

Fridays: 11 a.m. Litany.

Holy Days: 9 a.m. Celebration of Holy Communion.  
The Chaplain: Rev. J. H. Fry, M.A., Savigny Platz 3, Charlottenburg.

AMERICAN CHURCH, Motz Strasse 6.  
Nollendorf Platz.

Sundays: 11.30 a.m. Regular Service.  
4.30 p.m. Song Service.  
Reading Room and Library open daily from 10 a.m. to 6 p.m.  
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## BERLIN CURRENT ENTERTAINMENTS.

This evening:

Royal Opera House	closed.	
Royal Theatre	closed.	
Deutsches Theatre	Ketten	at 8
	(Kammerspiele) Mimi	8
Lessing Theatre	Die Dollarprinzessin	8
Berliner Theatre	Ein Herbstmanöver	8
New Schauspielhaus	Moral	8
Comic Opera	Demimonde	8
Lustspielhaus	Familie Schmek	8
Schiller Theatre O.	Madame Bonivard	8
Charlotten- burg	Der Biberpelz	8
Frdr. Wilhelmst. Theatre	Das Nachtlager von Granada	8
Bernhard Rose Theatre	Die Falschmünzer	8
Thalia Theatre	Im Café Noblesse	8
Urania Theatre	Die Gletscher der Hochgebirge	8
New Royal Opera Theatre	Die Meistersinger von Nürnberg (Gura Opera)	6.30

Every evening until further notice.

Metropolitan Theatre	Die oberen Zehntausend	at 8
New Theatre	Sein Stündenregister	8
New Operetta Theatre	Die Sprudellee	8
Wintergarten	Spezialitäten	8
Walhalla Theatre	Spezialitäten	8
Walhalla Theatre	3 Frauenhilfe. Der Deserteur	8.15
Apollo Theatre	Spezialitäten	8
Reichshallen Theatre	Winter-Tymian	8
Berl. Prater Theatre	Man lebt ja nur einmal	8
Schweizer Garten	Spezialitäten	5
Passage Theatre	Spezialitäten	8

Mr. Adolphus Busch, the well known St. Louis brewer, has changed his plans and will not come on to Berlin until October. He will remain in Carlsbad until the middle of August, after which he will, as last year, go to Langenschwalbach or some other German health-resort.

Herr Willi Martin, the seventh victim of the shocking accident at the old Botanic Gardens bicycle track on Sunday the 18th instant, died yesterday morning at the Elisabeth Hospital.

Last Sunday, at Rathendorf, near Rochlitz, Pastor Urban, a Lutheran clergyman of Saxony, delivered a sermon on "Germans and Englishmen" comparing the two nationalities. He spoke before a large congregation, praised the English as a patriotic, moral and religious people, who very wisely believed in the motto, "Charity begins at home," and advised the Germans to emulate the example of the British.

Recent American arrivals at the Hotel Adlon include:—

Mr. and Mrs. Louis H. Meyer, and Miss Johanna Meyer, of Philadelphia; Mr. and Mrs. Otto Eisenleben, of Philadelphia; Mr. J. Chiek, of Boston; Mr. V. Morawetz, lawyer, of New York; Mr. and Mrs. C. F. White and Miss Marguerite White, of Seattle; Dr. and Mrs. G. M. Wahl, of Massachusetts; Dr. Morton Prince, of Boston; Mr. and Mrs. Felix Hirsch and Morton T. Hirsch, of New York; Mr. and Mrs. Albert Schoeller.

Recent American arrivals at Pension Belmont Victoria Louise Platz 10, include:—

Mrs. M. G. Schlapp, of New York City; Mrs. L. Bacon and Miss L. Bacon, of New York City; Mr. William A. Hyde, of Washington, D.C.

Latest American arrivals at Mrs. Bennett's American Home, Bellevue Strasse 12a, include:—

Mr. and Mrs. Eagle, of Chicago, Ill.; Miss Clara Louise Griffith, of Philadelphia, Pa.; and Miss Gertrude E. Griffith, of Chicago, Ill.; Mr. A. Kupfer, of Wiesbaden and Miss Lois R. Kupfer, of Kue Kiang, China.

## HOW I CROSSED THE CHANNEL!

By Louis Blériot.

How did I cross the Channel? The feat is so simple that I should hardly think it worth describing if, after being aviator this morning, I were not compelled to turn journalist in the afternoon.

The moment of awakening was for me hardly inspiring. My devoted friend, Alfred Leblanc, roused me at 2.30 a.m. I was not, I assure you, at all disposed to start. I saw only the gloomy side of things, and—don't tell it to anybody!—I should have been happy to hear somebody say that the wind was blowing too strongly to make any attempt possible.

Just at first I had no intention of going, but Leblanc worked me up a bit. He took me for a spin in his auto and I began to feel better. The sharp air, whipping across my face, roused me to action. I had a feeling of shame for my moment of weakness, but now I had courage enough for two men.

At Baraques, Mamet and Colin, my two assistants,—excellent men,—had opened their tent, and the monoplane was brought out of the farm-courtyard. Notwithstanding the early hour, all the village was up and motor-cars arrived every minute. There were already some thousands of people. That worried me a little. I should have preferred to be alone.

Leblanc and I decided that we would have a preliminary trial and arranged the crowd as well as we could. The machine rose easily. I had a new propellor, which worked perfectly. I remained about twelve minutes in the air and was agreeably surprised to notice a light, fresh breeze blowing from the land towards the Channel.

Everything was ready but, true to our arrangements, I awaited the rising of the sun. Leblanc pointed out that the disc must have appeared, as the flag was waving on the sandhills. That was the signal. I felt a slight quiver of emotion at the moment I sat down in the machine. What would happen? Should I reach Dover?

These were rapid reflections which did not last. I turned my thoughts to the apparatus, to the motor, to the propellor. Everything was moving well and vibrating rhythmically. At the signal the workmen let go, and I rose.

I went straight ahead, rising steadily, metre by metre. I crossed the sandhills, where Leblanc shouted his good wishes. Then I was over the sea, leaving on my right the torpedo-destroyer, whose smoke so much obscured the face of Phoebus that I might have been still in darkness.

I flew—I flew tranquilly, without any emotion, without any real impressions. It seemed to me that I was in a balloon. The entire absence of wind enabled me to proceed without touching the steering-gear. If I could have locked the apparatus, I could have continued with my hands in my pockets.

I did not appear to go quickly. That was due, of course, to the uniformity of the sea. When one is above the earth, the houses, the trees, and the highroads appear and disappear as in a dream. Above the water there is nothing but a vague sameness.

I am perfectly content with my apparatus. Its stability is perfect. And the motor is a marvel! Ah!—my good Anzani!—it did not falter once.

So far the journey had been all "cakes and ale." Not wishing to loiter on the way, I took leave of the torpedo-destroyer. So I was "in for it"; come what might! During twelve minutes I was alone, isolated, lost in the middle of an immense sea, without being able to see the slightest trace of land or ship. The intense calm was broken only by the buzzing of the motor. But I well knew that it was dangerous to entertain any illusions about calmness. My eyes were glued on the oil-distributor and the level of the essence-consumer.

Those twelve minutes seemed very long to me and I was more than happy to see a long, grey line detach itself from the sea and grow steadily. That, without doubt, was the English coast. I was almost safe.

I directed myself towards that white mountain, but the wind and the mist closed upon me. I had to fight with both hands and eyes, but the machine docilely obeyed my wishes. I went on towards the cliffs, although I could not see Dover and began to wonder where the deuce I was.

Three steamers suddenly sprang into view below. I could not make out what descriptions of craft they were, but they seemed to be going towards port, so I tranquilly followed them. The sailors sent me their enthusiastic hurrahs. I was just on the point of asking them the way to Dover when, alas! I recollected that I could not speak English.

I coasted the cliffs from north to south, the wind, against which I was fighting, growing stronger. Suddenly I saw that part of the rugged coast was behind me and that a little in front of me was Dover Castle. A foolish joy took possession of me. I directed, nay! precipitated myself, towards the building. I was sailing above the earth again, filled with pleasurable emotion. On the ground I saw a man frantically waving the tricolour. I came down towards him and recognised the good Fontaine, *Matin* journalist. He was alone in the vast space, shouting and bawling. Ah! le brave garçon!

I wished to land, but the swirl of the wind was frightful and, just as I approached the earth, a

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strong gust blew me up again. But I could stay no longer in the air. The flight had lasted thirty-three minutes. That was sufficient. At the risk of breaking everything I cut off the power and trusted to luck. The frame of the machine was damaged a little with the shock, but what did I care? I had crossed the Channel!

(Translated for *The Daily Record* from *Le Matin*, Paris.)

#### SEEN FROM BELOW.

(DAILY RECORD CORRESPONDENT)

Paris, July 26.

The correspondent of the *Paris Liberté* gives an account of the experiences of Mme. Blériot and the friends of the aviator who followed his flight on board the destroyer "Escopette":—The excitement began at 4.13 a.m., when we saw the Blériot aeroplane making a trial flight ashore. A little later, just as the sun rose, Mme. Blériot gave a cry, "There he is," and we saw the aeroplane soar to a height of 150ft., cross the dunes, and fly out to sea, following the line of the coast as far as Cap Blanc Nez. The aviator was soon well clear of the shore, and, although the destroyer was doing 25 knots, he left us behind and gradually dwindled to a speck on the horizon. We lost sight of the aeroplane at 4.55. Success now seemed assured, but our excitement was none the less on that account, especially as it would be nearly an hour before we should know the result. On arriving at Dover we found the port and the piers deserted. Nothing was to be seen except a squadron of British submarines engaged in manoeuvres. It was impossible to tell whether M. Blériot had arrived. Mme. Blériot was unable to hide her terrible agitation. "My husband cannot have fallen!" she exclaimed. At last a boat sent ashore by the destroyer brought back the news that M. Blériot had landed safe and sound.

#### "ZEPPELIN II."

Friedrichshafen, July 28.

The Imperial Commissioner, Herr Lewald, has expressed himself very favourably respecting yesterday's trial of the repaired airship "Zeppelin II." Professor Hergesell, who managed the vertical rudders for a whole hour, said the airship answered them perfectly.

#### THE GERMAN AIR FLEET SOCIETY.

Stuttgart, July 28.

The *Schwäbische Merkur* states that the *Deutscher Luftflottenverein* has received from the Prussian Minister of War the sum of 6,000 marks (£300), to found an aeronautical school at Friedrichshafen. The school will be opened on the 1st of October next with eight pupils, all about 18 years of age.

#### BOOM CUT THROUGH BY A DESTROYER.

London, July 28.

The torpedo boat destroyer "Ferret," which had been specially strengthened for the purpose of the experiment, cut clean through the floating boom moored across the entrance to Portsmouth harbour, in a sham attack made on the harbour early this morning. (The "Ferret" is a vessel of only 325 tons displacement.)

#### MARTIAL LAW IN TEHERAN.

Cologne, July 27.

The *Kölnische Zeitung* reports from Teheran that the leaders of the reactionary party have been brought before a Court Martial, and that a conflict has occurred between the Government and the Cossacks. The Russian Embassy has taken possession of the Brigade's modern guns, because Russia is responsible for their cost and therefore they cannot be handed over to the new Persian Ministry. The Nationalists profess to believe that the Russians are creating the difficulty in order to delay their departure from Persian territory.

#### PRINTING PRESS IN A BALLOON.

(DAILY RECORD CORRESPONDENT.)

New York, July 19.

The era of balloons as a means of advertising has dawned. A few days before the date of this letter, showers of small newspapers fell in several towns in the State of Ohio. The astonished citizens, looking aloft for the source of this mental manna, saw a balloon floating by among the clouds. The newspapers were a miniature edition of a journal published in Dayton, and contained a special report of the balloon's trip; and it turned out that they had actually been printed in the balloon, which had been fitted up with a small press for the purpose. This is the first known instance of printing under such conditions.

## DRESDEN

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Zwillingwerk Söllingen.

By appointment to  
K. M. the German  
Emperor.

Trade  
Mark

Court steel maker  
to K. M. the  
Austrian Emperor

founded 13th June 1731.

**Finest knives and steel wares.**  
**Dresden-A. Berlin W. 66.**  
Wilsdruffer Strasse 7. Leipziger Strasse 118.

We recommend everybody not minding a crowd and fond of a beautiful sight to spend the evening of July 31st at Meissen. On that evening His Majesty the King of Saxony will entertain a number of guests to dinner at the Albrechtsburg, on the occasion of the 500th Anniversary of Leipzig University. The castle is to be illuminated, and fanfares will greet the guests on their ascending the Burg. If fine weather prevails the effect promises to be most romantic.

Mrs. Dr. B. W. Rogers, of Denver, Col., who is living in Berlin with her daughter, Frau Direktor Gregor, of Kaiser Allee 20, has just been visiting Mrs. and Miss Klez, of Münchner Strasse 12, Dresden.

Rev. and Mrs. J. F. Butterworth are at the Pension Neuschweizerhaus, Lucerne, where they will spend the greater part of their vacation.

Mr. M. Park Parker, of New York, has arrived at the Hotel Carlton, where his wife and family have been spending the winter. They leave Dresden this week for Paris and London.

Mrs. C. M. Ryman, who has been in Dresden at Frau Doctor Guenther's for some weeks, left yesterday morning for Switzerland, via Heidelberg and Frankfurt.

Mrs. Newell and Mrs. Childs, who have been for a short trip to Nuremberg and Bayreuth, returned to Dresden on Saturday last.

Latest American arrivals at the Hotel New York, Dresden, include:—

Mrs. Helen Smith, of Chicago; Mr. William Stafford, of New Orleans; Miss Maybell Hanson, of Minneapolis; Mr. and Mrs. Richard Emery, of Los Angeles, Cal.; Mr. and Mrs. Robert Dederich, and Mr. Dederich junr., of Saginaw, Mich.; Mrs. Bertha Hart, of New York; Mr. Adolf Skinner, Mr. Paul Houser, and Mr. Jean Melchers, of Chicago; Mr. Fred Hollein, of San Francisco; Mr. William Backer, of St. Louis, Mo.

On August 1 the increased duty on coffee, tea, and so-called champagne, which is imposed by the new Imperial Finance Law, will come in force. The duty, it should be remembered, will not only be raised on such of these articles as are either imported or manufactured after August 1, but the stock in hand will also be affected, the duty being at the rate of 20 marks per 100kg. of coffee, 25 marks per 100kg. of tea, and 50 pfennigs per bottle of effervescent wine. Even the stock in private houses is dutiable if it exceeds 10kg. of coffee or tea or 10 bottles of wine. The owner of quantities exceeding these must report, in writing, their existence by August 5 at latest.

Tourists in Saxon and Bohemian Switzerland will doubtless be glad to know that a large red electric light has been installed on the Grosser Winterberg, the reflection of which is visible from a great distance.

The guards in the city today are furnished by the 1st Grenadier regiment No. 100, whose band plays about 12.30 p.m. in the Neustadt.

Whoever has lost or left anything in the streets or squares of this city should enquire for the same at the *Fundamt* (lost property office) of the *Königliche Polizeidirektion*, Schiess Gasse 7.

**Oberhof** Thuringian Forest, 2,700ft. above sea-level. Most renowned Health Resort in North and Central Germany. High altitude. Winter-sports. Golf-links. 2,574 guests in 1908. Large tourist traffic. Electr. prospectus free through the "Kurverwaltung."

**Ratskeller Meissen**, renovated interior well worth seeing, with Wine cellars. Sheltered verandah. First class wine and cuisine. Moderate prices. Telephone 91. R. Käubler.

**Meissen**. Schloss Albrechtsburg. KÖNIGL. BURG-KELLER. First-class Restaurant.

**THE INTERNATIONAL PHARMACY**  
**REICHS-APOTHEKE**  
ANGLO-AMERICAN DEPARTMENT MANAGED  
BY QUALIFIED ENGLISH CHEMIST  
**DRESDEN, BISMARCKPLATZ 10** (CLOSE TO THE  
Hauptbahnhof)

Light silk costumes, which are much worn in Southern Russia and tropical countries in summer, have become fashionable here; and it will probably interest many people to know that in the International Photographic Exhibition Herr Bolle, the Director of the agricultural experimental station at Görz, has arranged coloured studies showing the whole development of the silkworm. The silkworm caterpillar, which feeds chiefly on mulberry leaves, casts its skin four times in the six weeks of its life, and then begins to spin itself into a cocoon. In four days, by means of its spinning organs, it wraps itself up in about 1,100 yards of spun silk—in a long, tough, elastic thread. After about three weeks spent in that state, it emerges as a butterfly. The deserted cocoon is made available for commerce by a variety of processes. For the cultivation of the silkworm rearing-houses are built, and kept scrupulously clean and within a certain range of temperature. There are numerous pictures showing the diseases to which silkworms are liable and which the cultivators take great pains to avert. Their greatest enemy, however, is artificial silk which, in many cases, has driven the natural product out of the market.

#### CHURCH SERVICES: DRESDEN.

THE AMERICAN CHURCH OF ST. JOHN,  
Reichs Platz 5, at the head of Reichs Strasse.  
Sunday, August 1st. 8th Sunday after Trinity. Holy Communion 8.0 a.m. Morning Service and Sermon 11.0 a.m. Afternoon Service and address 5.30 p.m.  
This is the only American Church in Dresden.—All are cordially invited.  
The Rev. J. F. BUTTERWORTH, M.A., Rector.

CHURCH OF SCOTLAND (Presbyterian),  
Bernhard Strasse 2,  
at the corner of Bismarck and Winckelmann Strasse.  
Divine Service Sunday morning at 11, and evening at 6 o'clock.  
Communion service is held every third Sunday in January, March, June and October.  
The Rev. T. H. WRIGHT, Resident Minister.

#### BRITISH AND AMERICAN REPRESENTATIVES.

THE BRITISH LEGATION: Wiener Strasse 38.—Minister Resident:  
Arthur Cunningham Grant-Duff, Esq.  
THE BRITISH CONSULATE: Altmarkt 16.—British Consul:  
H. Palmé, Esq.  
THE AMERICAN CONSULATE GENERAL: Ammon Strasse 2, p  
American Consul-General: T. St. John Gaffney, Esq.

#### DRESDEN CURRENT ENTERTAINMENTS.

**Royal Opera House.**  
Closed till August 8.

**Royal Theatre Neustadt.**  
Closed till September 11.

#### DRESDEN MUSIC AND ART NOTICE.

The programme of this evening's orchestral concert at the Royal Belvedere, will be as follows. (1) March, Birthday Greeting, Fürstenberg. (2) Overture, "Preciosa," Weber. (3) Prayer, "Verlass uns nicht," Kücken. (4) Introduction to III. Act and "Beautchor," "Lohengrin," Wagner. (5) Overture, "William Tell," Rossini. (6) Lied, for violin and violoncello (violin, Herr Olsen). (7) Ballet Music, Austin, Marschner. (8) Suite "Ein Abend im Kgl. Belvedere Konzert," Schiller. (9) Paraphrase, "Frühlingszeit" (by request), Becker. (10) Waltz, "Mondnacht an der Aister," Petras.

**Hch. Wm. Bassenge & Co., Bank.**  
Dresden, Prager Strasse 12.  
**PAYMENTS ON ALL LETTERS OF CREDIT.**  
Exchange of Circular-Notes.  
Cheques and foreign money on most favourable rates.  
**Postal Orders. English and American newspapers.**  
Office hours 9—1, 3—6, Saturdays 9—3.

## THE CONQUEST OF THE AIR IN AMERICA.

(DAILY RECORD CORRESPONDENT.)

New York, July 19.

Aéronautics are coming more and more to the front on this side of the Atlantic as on yours. The brothers Wright are not the only aviators that hold the attention of the public. The incompleteness so far of their success at Fort Myer has given a young New York aeronaut, Glenn Curtiss, a chance of securing public notice; and during the last few days he has been practising with a machine of his own construction on Long Island, and made several successful flights. His best performance hitherto has been a flight over 9 miles of ground in 15 minutes. But Curtiss, in his turn, has a rival in New York. On the other side of the Hudson there is a large public park, whose chief attraction at the present moment is an airship owned by another New York aeronaut, Mr. Goodale. Every day Mr. Goodale may be seen manœuvring his airship, amid frequent cheers from the crowd below; and now he has adopted a plan of sailing over to Manhattan and promenading the streets, so to speak, above the level of the houses. For instance, he will sail up the line of Broadway, and gracefully circle round the towers of the huge skyscrapers in the city. Needless to say, Broadway, the main artery of New York traffic, at such times is pretty full of people craning their necks upwards. The street cars and vehicles of all kinds stand still; even the tramway men leave their posts in order to get a clearer view of the sky.

On the other hand, the War Department has been offered the grandest and most powerful airship ever planned. The price asked is \$1,200,000, a consideration for which Mr. Arno Boerner, a German inventor living here, undertakes to deliver a dirigible balloon constructed according to his own ideas and capable of carrying, not six, but six hundred people. In a description of his airship addressed to the War Department, Mr. Boerner says his ship, with that complement of passengers on board, will cover 300 miles without an intermediate landing. The length of the voyage will increase as the number of passengers is diminished. Mr. Boerner offers to guarantee that his airship will carry 200 people 3,000 miles.

A New York engineer, Mr. Mark O. Antony, after successful experiments carried out on the shore of Sandy Hook, is perfecting a means of making a wireless telegraphy apparatus of his own serve the purposes of airships. He thinks of bringing this apparatus to the notice of European Governments.

Flying machines have become an article of commerce. A New York firm has opened an aeronautic department, and offers to build aeroplanes or airships to order, and to deliver them within 40 days of receiving the order.

## UNSUCCESSFUL CROSS-CHANNEL FLIGHT.

Dame Fortune, who is currently reported to favour the brave, still withholds her smile from Mr. Herbert Latham. This indomitable aviator, in spite of his failure, will go down to posterity as the man who first seriously attempted to fly across the Channel. He led the way, so to speak, and Louis Blériot completed the course. Mr. Latham has now made another attempt, and his failure is rendered all the more disappointing by the fact that he had arrived almost within hailing distance of Dover when he collapsed. The attempt is described in the following telegram received by us yesterday:—

Dover, July 27.

Mr. Herbert Latham this morning decided that the weather was propitious for a flight, and accordingly notified the two French torpedo-boats detailed to accompany him that he would make another attempt to reach the English coast. He ascended from Sangatte at 5.07 a.m., flying well and steadily towards England. Those on the torpedo-boats soon lost sight of the aeroplane, which flew at a great speed. At 6.15 o'clock the apparatus was sighted from Dover, and every preparation made there to receive Mr. Latham. Just two miles from Dover, however, his motor stopped, and he was compelled to descend to the water, whence he was picked up by one of the accompanying warships, which landed him at the Dover pier.

Upon landing he was given an enthusiastic reception by the populace and harbour authorities. It was seen that he had sustained injuries to the head, which required medical attendance. His aeroplane is also somewhat damaged. Non-official reports give the time he was in the air as 26 minutes.

Paris, July 28.

Mr. Latham did not come entirely scatheless out of his second attempt to cross the Channel. In descending to the sea, he knocked his eye-glass against a wire, and the broken glass cut his nose and forehead. The cuts were dressed on board the destroyer that picked him up.

## THE EVACUATION OF CRETE.

Paris, July 27.

Absolutely nothing is known here, says the Agence Havas, of the hoisting of the Greek flag in Crete.

## DRESDEN

**Pension Cronheim,** Villa: Eisenstuck Strasse 47, corner of Münchner Strasse. Modern style. Garden. Excellent cuisine. Best references. Moderate terms. German conversation.

## Worcester House School

DRESDEN, 19, Gutzkow Strasse, preparatory for Schools and Universities. Instructions in Classics, Mathematics, English, German, French, etc. in class or privately. Boarders received.

H. Virgin, M. A. Oxford. J. H. Hallam, M. A. Cambridge.

## HARRY M. FIELD,

Pianist, Studio: Reichs Strasse 24, II.

## PENSION JAHN, Nürnberger Str. 44, I.

Most beautiful location in the city. Comfortable home. Excellent cooking. Moderate prices.

Brühl &amp; Guttentag — Artistic needle work. — Embroideries. Prager Str. 20.

## SCHOOL FOR GIRLS.

Classes in English, Arithmetic, Mathematics, German, French, and Latin.

A small number of resident pupils taken. German and French resident governesses.

Private instruction if desired.

Miss Virgin, Schnorr Str. 80 (Villa).

## PENSION BEHNCKE Lindenau Strasse 11, I.

Comfortable home. Excellent cooking. Moderate prices.



## SAXON-BOHEMIAN STEAMSHIP CO.

Round Trips. Season and Monthly tickets. Beautiful excursions on the Elbe by luxurious passenger steamers between Leitmeritz, Aussig, Dresden, Meissen, and Mühlberg. First class catering—Table d'hôte—Promenade Decks—Cabins free from draughts. Railway connection at all principal stations. Comprehensive panoramic views of the beautiful and romantic Elbe valley.—Delightful Trips free from the plague of dust.

## Pension von Oertzen

old established house Reichs Strasse 26, I., II., III.

Best situation. Highly recommended, comf. sunny rooms, best cuisine.

## COUNT LAMBERT TO TRY.

What one can do another may emulate, is the motto prompting every aeronaut since M. Blériot's wonderful feat last Sunday. When that flight was made it was predicted that a constant succession of flying machines would soon be crossing the Channel, and that Great Britain had ceased to be an island. Count Lambert, another enthusiastic aviator, will shortly make the attempt and try to go one better than Blériot, viz. by taking with him a passenger. Details are contained in the following telegraphic despatch:—

Calais, July 28.

The brilliant weather prevailing here early yesterday morning inspired Count Lambert, an aviator who is among those who have been waiting here to compete for the £1000 cross-Channel prize since won by M. Blériot, to set about making preparations for the trip. He is the only French aviator who will use a Wright aeroplane for the purpose. He ascended from Vissant at sunrise for a trial trip, but it soon became apparent that his apparatus was not in good working order. It ascended only a little way over the ground, and then came down suddenly, striking the earth with some violence. The wings received some slight damage, which was promptly repaired. It is reported that the Count will take a passenger with him when he attempts the cross-Channel trip. His new apparatus is said to be capable of developing a speed of 78 kilometres an hour.

## THE CHOLERA IN RUSSIA.

St. Petersburg, July 27.

Since noon yesterday 19 deaths from cholera and 59 new cases have been reported. The number of patients under treatment is 733.

## ORVILLE WRIGHT'S NEW RECORD.

When Wilbur and Orville Wright were awakened early on Sunday morning by the reporter of a New York paper bringing news of M. Blériot's cross-Channel flight, the brothers are reported to have politely enquired "whether such a simple thing as that was worth waking them out of a sound sleep for." Apparently the brothers are determined to show that although, like Brer Rabbit, they are "lyin' low and saying nuthin'," they are able to far surpass the aeroplane achievements of rivals if occasion arises. Mr. Orville Wright's latest and most wonderful feat is announced in this telegram to hand yesterday:—

Washington, July 27.

At Fort Meyer today Mr. Orville Wright made a new record with his aeroplane. He ascended in company with an American officer, and remained in the air for 72 minutes 40 seconds, during which time the aeroplane traversed a distance of 50 miles. This breaks all existing records for such flights.

## "LADY HIGHWAYMEN."

New York, July 26.

Last evening two women, armed and on horseback, held up two tourists from Glidden, who were proceeding across the plains east of Denver. While one of the women covered the two victims the other went through their pockets, and succeeded in collecting \$200 and a valuable watch. The robbers then disappeared, leaving no clue.

## LATEST AMERICAN MAIL NEWS.

TO THE UNITED STATES.

July 31.—Campania, from Liverpool, mails due in New York August 7. Mark letters "Via Köln—Queenstown per Cunard Line," and post in Berlin and Dresden not later than 1 p.m. today (Thursday).  
July 31.—St. Paul, from Southampton, mails due in New York August 7. Mark letters "Via England" and with name of the steamer, and post not later than 1 o'clock p.m. today (Thursday).  
August 3.—Prince Friedrich Wilhelm, from Bremen, mails due in New York August 12. Mark letters "Via Bremen," and post not later than 1 o'clock p.m. on Monday, August 2.  
August 4.—Adriatic, from Liverpool, mails due in New York August 13. Mark letters "Via England," and with name of steamer, and post not later than 1 o'clock p.m. on Monday, August 2.  
August 5.—Cincinnati, from Bremen, mails due in New York August 16. Mark letters "Via Bremen," and post not later than 1 o'clock p.m. on Wednesday, August 4.  
August 7.—Lusitania, from Liverpool, mails due in New York August 13. Mark letters "Via Köln—Queenstown per Cunard Line," and post not later than 1 o'clock on Thursday, August 5.  
August 7.—New York, from Southampton, mails due in New York August 14. Mark letters "Via England," and with name of steamer, and post not later than 1 o'clock p.m. on Thursday, August 5.  
August 10.—Kaiser Wilhelm der Grosse, from Bremen, mails due in New York August 17. Mark letters "Via Bremen," and post not later than 1 o'clock p.m. on Monday, August 9.  
August 11.—Majestic, from Liverpool, mails due in New York August 19. Mark letters "Via England" and with name of steamer, and post not later than 1 o'clock p.m. on Monday, August 9.

TO CANADA.

Letters destined for Canada it is advisable to send by one of the New York steamers, as they are likely to reach their destination more quickly than if despatched by one of the direct vessels from Liverpool to Montreal.

SPECIAL NOTICE.

Letters for the above steamers should be mailed in the boxes at the station (Berlin, Lehrter Bahnhof; Dresden, Hauptbahnhof) or at the General Post-office at the time mentioned.

Letters bearing a 10-pfennig stamp per weight of 20 grammes are only valid for transit by a German steamer sailing direct from a German port. They will not be sent by an English or French steamer.

NEXT AMERICAN MAILS DUE IN BERLIN AND DRESDEN.

Tomorrow (Friday), by the S.S. Campania, left New York July 21.  
On Sunday, August 1, by the S.S. La Bretagne, left New York July 22.  
On Monday, August 2, by the S.S. St. Louis, left New York July 24, and on the same day by the S.S. Amerika, also left New York July 24.  
On Wednesday, August 4, by the S.S. Kaiser Wilhelm II., left New York July 27.  
On Thursday, August 5, by the S.S. Lusitania, left New York July 28.  
On Saturday, August 7, by the S.S. La Lorraine, left New York July 29.  
On Tuesday, August 10, by the S.S. Caronia, and the S.S. Cleveland, both left New York July 31.

The international 10-pfennig post has been extended to Hawaii. The same reduction in the rate for letters not exceeding 20 grammes in weight that has been in force since the 1st of January between Germany and the United States of America will, on and after Sunday next, the 1st August, apply also to letters addressed to Hawaii, which is a territory of the United States. This reduction in the rate to Hawaii will apply, as in the postage to the United States, to letters only. Post-cards, printed matter, etc., will require the Postal Union rates.

## WEATHER FORECAST FOR TODAY

of the Royal Saxon Meteorological Institute.

Fresh south-westerly winds, changeable skies, thunder showers, temperature but little altered.