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# The Daily Record

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and THE DRESDEN DAILY.

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## ROYAL TOURISTS.

The diplomatic tour of Tsar Nicholas of Russia has given occasion to the usual press utterances which accompany the movements of a monarch nowadays. One of the many disadvantages attaching to blood royal is that of continual publicity. A monarch cannot cross his threshold for a holiday without coming into the focus of a hundred cameras or having his slightest movements chronicled in a thousand newspapers. His every action is construed into something of profound import, and the lightest word he utters is reproduced as an argument in favour of this or that political theory. This system of press espionage has had the inevitable result of restricting the personal liberty of rulers, and of making them extremely careful as to the words they let fall in public. Thus it is that every speech delivered on State occasions is carefully prepared long beforehand,—not by the monarch himself, but by his faithful advisers; while the reply is also framed far in advance of its delivery. One would imagine that such a well-known arrangement would deprive these royal orations of all their interest for the public. On the contrary, however, they are read with avidity and commented upon by the man-in-the-street with extreme attention. A cynic might suggest that all such speeches are prepared on the stereotype system, with blanks left here and there for the insertion of different dates and names. "The inextinguishable solidarity of the traditional friendship between our respective nations," "this visit is another proof of our close personal relationship," "we have resolved upon a policy of peace and progress," etc. etc.—are phrases which appear at every royal meeting. The usual hand-claps are given, the usual speeches are delivered, and the usual toasts are drunk, and the monarchs go their ways to repeat these solemn ceremonies in other climes; and in due time the public is treated to a mass of matter in the newspapers dealing with the "extreme significance" of these stilted affairs.

A few weeks ago the Tsar of Russia was the guest of Emperor Wilhelm, and exchanged with him the loftiest sentiments of peace and international concord. Last week his Imperial Muscovite Majesty was the guest of President Fallières, with whom he also exchanged sentiments of a like order. Yesterday there was a State banquet at Cowes, when he and King Edward mutually protested their imperishable love of peace and harmony. We question the sincerity of these sentiments as little as we doubt the personal intention of carrying them into effect; but it is an unhappy fact that in spite of them all the world is periodically thrown into alarm by international crises which threaten to involve the nations in war. When the ruler of a nation is known to be a peace-lover and a man who would do everything in his power to avert the curse of war, the innocent onlooker very naturally asks himself how it is that we so often come near to embroiling ourselves. The answer is, that monarchs no longer shape the policy of their respective countries, and that their personal feelings only superficially influence the world's affairs. For that very reason we are disposed to deprecate the artificial significance attributed to these monarchical interviews, and to see in them little more than evidences of the personal geniality and courtesy of the royal family. It is, of course, undoubtedly true that on more than one occasion a monarch has actually kept the dogs of war in leash at the critical moment, as was the case in the recent Balkan crisis when the venerable Emperor of Austria said: "There will be no war." Nor can it be denied that the consistently peaceful attitude of King Edward and his Imperial nephew of Germany has had a potent effect on the tranquillity of Europe. But the fact remains that the

time has passed when king and emperors were arbiters of peace and war, and not all the imaginative theorising and ingenious "copy"-hunting of the journalist can alter that indubitable reality.

## AERONAUTICS IN ENGLAND.

London, August 2.

At today's sitting of the House of Commons, the sum asked for by the Government for the purposes of aerial navigation was under discussion. Mr. Haldane, the Secretary of State for War, explained what the Government had done in the matter, and said that as yet Great Britain did not possess any airship fit for the purposes of war. In the present state of aerial science, the rigid form of airship was the only one of real value for naval use, but for a land force the non-rigid type was the best. The aeroplane might also be useful for an army, but for reconnoitring it would have to be capable of ascending to greater heights and to be more under the control of the aeronaut than it now was. A rigid airship of large dimensions, at least as large as the "Zeppelin" and capable of carrying 20 men, was being built by Messrs. Vickers at Barrow, and a non-rigid dirigible balloon for military use had been begun under military supervision. The Government also hoped soon to have two aeroplanes with which experiments would be made. Altogether, said Mr. Haldane, £78,000 had been expended this year on the study of aeronautics, and there was no danger of England's being behind other countries in this sphere.

In the course of the debate, Mr. Haldane stated further that the non-rigid airship was being built at Aldershot, and that the War Department would take over the airship which had been provided by subscription through the medium of a London newspaper. A third airship would be procured if the trials of the others proved satisfactory. The sum asked for by the Government was then voted.

London, August 3.

Messrs. Vickers, Sons, and Maxim, of Barrow, who are building an airship for the Government, have erected for the purpose a shed 600 feet long and 100 feet wide, which opens towards the sea.

## THE ZEPPELIN AIRSHIP AT FRANKFORT.

In spite of the great achievements thus far made in the realm of aerial navigation, the elements still hold most of the trumps. This truth has once more been exemplified by that wonderful specimen of human ingenuity,—the Zeppelin airship. As our readers are aware, the airship was expected to journey from the International Airship Exhibition at Frankfurt to the city of Cologne on Monday. We reported in our issue of yesterday the progress made by the vessel up to going to press, according to which the inclement weather in the Rhine district was seriously handicapping the gallant aeronauts. It now appears that a defect in the motor compelled the trip to be abandoned, and that "Zeppelin II." returned to Frankfurt late on Monday evening, descending in the Exhibition grounds at 8.50 o'clock. There was much disappointment at Cologne at the non-appearance of the airship all Monday afternoon, as thousands of people had arrived in the city specially to watch the arrival. We hope that the motor defect will be made good and that the weather will behave itself without delay, so as to permit of the Frankfurt-Cologne flight being successfully undertaken.

## ANOTHER ATTEMPT MADE.

Frankfort o. M., August 3.

The Zeppelin airship ascended again this morning at two minutes past ten, for the purpose of going to Cologne. After having manœuvred for some time above the Exhibition grounds the vessel was seen to be making preparations for a descent, which was successfully accomplished in due course. It appeared that one of the three-bladed rear propellers was fractured, the broken part falling to the ground. This further mishap probably postpones the Cologne trip for today, at least.

## THE TSAR'S VISIT TO ENGLAND.

### FESTIVITIES AT COWES.

Spithead, August 2.

The Imperial Russian yacht "Standart," with the Emperor and Empress of Russia on board, arrived here at noon today escorted by British and Russian cruisers. The Tsar at once went on board the Royal yacht "Victoria and Albert," which was anchored near the "Standart," and remained to luncheon with King Edward and Queen Alexandra.

Cowes, August 2.

The Imperial Russian yacht "Standart" and the British Royal yacht "Victoria and Albert," led by three British torpedo boat destroyers and followed by the Russian armoured cruisers "Rurik" and "Makaroff," passed down all the lines of the British fleet this afternoon amid the thunder of salutes, the cheering of the crews, and mingled strains of the Russian and British National Anthems. The number of ships assembled was over 150, including 7 "Dreadnoughts" and 17 other first-class battleships. The Tsar and King Edward were on the bridge of the "Victoria and Albert" surrounded by a brilliant staff of Russian and British officers. The review lasted an hour, from 3.30 to 4.30 p.m., and when it was over the Imperial and Royal yachts returned to their moorings off Cowes.

At the dinner given by the King and Queen to the Emperor and Empress of Russia on board the "Victoria and Albert" in the evening, there were present—besides the Prince and Princess of Wales, the Crown Prince and Crown Princess of Sweden, and the Duke and Duchess of Connaught; Mr. Asquith, the Prime Minister; Sir Edward Grey, the Secretary of State for Foreign Affairs; M. Isvolsky, Russian Minister of Foreign Affairs; Sir A. Nicholson, British Ambassador to the Court of St. Petersburg; Mr. McKenna, the First Lord of the Admiralty; Admiral Sir John Fisher, and others.

Reuter's special correspondent at Cowes is authorised to state that the Tsar expressed his great gratification at the cordial and brilliant reception given to him and at the splendid appearance of the British fleet.

## THE FOREST FIRE IN THE TYROL.

Vulpera, Engadin.

Since Sunday afternoon the extensive forests of the Schuls commune under the Piz Ajaz, consisting of splendid pine and fir trees, have been on fire. The conflagration extended to the highest level and threatened a catastrophe for the whole Lower Engadine. Every available man from the different communes made all haste to the scene of destruction, distant many miles over mountains from 6,000 to 7,000 feet above the sea; and by their united and energetic efforts succeeded yesterday in mastering the flames and banking-in the fire. The smouldering ashes are being watched.