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and THE DRESDEN DAILY.

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IMPERIAL DEFENCE.

(DAILY RECORD CORRESPONDENT)

London, August 30.

The sittings of the Imperial Defence Conference, unlike those of the Colonial journalists' meeting, were strictly private, and not even the most enterprising paper could manage to obtain more than a bare, and often faulty, outline of the proceedings. Mr. Asquith has now shed some light in dark corners, but it is generally admitted that the secret history of the Conference has yet to be written. First and foremost it becomes plain that the delegates from Canada and Australia refused to commit their respective Governments to the building of local fleets destined to pass under British command in time of war. They adhered to the purely local squadron idea, Colonial-owned ships to be manned by Colonial crews to be kept in Colonial waters under Colonial control. Anybody acquainted with the elementary ideas of strategy will pronounce this a vicious principle. Such miniature fleets can serve no other possible purpose than that of exhibition to their gratified owners. They have no military value, and are liable to destruction in detail by the first powerful maritime foe. But the Canadians and Australians refuse to pay for ships that will not continually be before their eyes, and therefore the grand ideal of "One flag, one fleet, and one purpose" must fail to materialise because of Colonial obstinacy. This truth must be very unpalatable to the Imperialists, but it is none the less a truth. The Conference, in short, has been a failure, and sentimental patriotism has been subordinated to sordid monetary considerations. Press and public are combining to make the best of a bad job, and elaborate hints are thrown out as to the comprehensive secret arrangements arrived at between the Mother Country and her offspring in case of attack. The official declaration contains nothing to justify such assertions. The fact of the matter is that the Dominions still maintained a sore recollection of the arbitrary treatment meted out to them by the present Government a year or two ago, when their tentative suggestions of Imperial preference were impolitely scoffed at and the home door was "slammed, barred, and bolted" in the face of Colonial protectionist advocates by that precocious infant of the Cabinet, Mr. Winston Churchill.

THE PROMISE OF CANADA.

In view of the glowing account of Canada's present and future prosperity given by a well informed Toronto lady in an interview published in the *Daily Record* yesterday, a speech delivered by Mr. James J. Hill at the Canadian Club, Winnipeg, is interesting on account of its confirmation of our informant's statements. Discussing the future of the Dominion, Mr. Hill urged that it was more important for Canada to look to the quality of its immigrants than to their quantity. The train by which he journeyed to Winnipeg brought 100 land-seekers from the States of Iowa and Minnesota. They were the kind of men who as settlers would do more for Canada in a year than some classes of European immigrant would do in ten years. Canadians need not be afraid. Canada would get people, because Canada was the only place in the North American Continent to which they could come. "But," he added amid laughter, "don't try to get people who have to be recivilised." American settlers coming to the Dominion spoke the same language and would readily adapt themselves to Canadian institutions. In conclusion the American railroad magnate made the statement that by 1915 the United States would cease to be grain exporters, and that then they would look to the Dominion for their loaves. By taking care of the soil and getting the best class of settlers, Canada would be able to supply the world with abundant loaves of bread.

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BRITISH AEROPLANE TRIUMPH.

(DAILY RECORD CORRESPONDENT.)

London, August 29.

There is much undiluted truth in the statement that English people are not encouraged, but shamed into activity. This is being proved by the tardy, but none the less sure progress now taking place in the realm of aviation. Until Blériot crossed the Channel by monoplane and thereby destroyed the insularity of Britain we had done next to nothing in the science of flying. That feat opened our eyes, and it really looks as if we are now wide awake. For more than a year past Mr. W. F. Cody has been making unobtrusive experiments with his aeroplane at Adlershot. The newspapers have given him a few lines now and then just to show that he is alive, but the sensational element calculated to attract widespread interest has been lacking. This week-end, however, the intrepid inventor has suddenly sprung into prominence by the excellent flights he has made. In one flight he did five miles in eight consecutive circuits. He then took aboard a passenger and flew straight across country for 12½ minutes, covering nearly thirteen miles. By this time a great crowd had gathered, who watched intently every subsequent movement of the wonderful machine. Mr. Cody at once proceeded to justify the expectations of his audience. Round and round he went, with the apparatus swerving like a bird and answering every touch of the levers. Flying at a height of 50 feet and gradually mounting to over 150 feet, he skirted the foothills, crossed the Basingstoke canal, swept across Claycart Common, and charged down the famous Long Valley, going at a speed of nearly one mile a minute. At the end of the valley he swerved, still at the same marvellous speed, and came back at a spanking rate, crossed the hills and descended on Laffan's Plain. Needless to say, he got a splendid ovation from the crowd, who were particularly impressed by the ease with which the apparatus was manoeuvred. His performance is by far the best of its kind ever made in England, and it is expected that as a result the War Office will be prevailed upon to subsidise him with the object of improving and constructing a number of these machines for military purposes.

BRILLIANT AMERICAN TRADE PROSPECTS.

An extremely interesting cablegram to the *Times* from its New York correspondent states that the signs of prosperity for which the heavens were scanned so anxiously six months ago are now so abundant as to make the recent depression seem a chapter of ancient history. First and foremost come the crops. The estimates of the Government indicate that the wheat yield has been only twice exceeded in the history of the West, while the prospects of other cereals are equally bright; the cotton fields alone give poor promise, but the South expects to be compensated for a shortage by higher prices and the success of other crops. The revival of industrial and commercial activity has been stimulated by the prosperity of the farmers, who indeed suffered little if at all throughout the depression. The revival began long before the tariff was disposed of, and now extends to all lines of enterprise. The July production of iron, for instance, was not very far from being the largest recorded output in any month—no less than \$150,000,000 worth of rolling stock has been ordered by the railroads since the beginning of the year. The imports during the last two months have exceeded the exports of merchandise by \$10,000,000, whereas an excess of exports to the extent of \$40,000,000 has been the rule in these months in former years. The arrival at New York of no fewer than 11,000 persons, mainly immigrants, within two days—August 23 and 24—is another sign of the times. Finally, the postal receipts, a trustworthy index, show that business has improved in every part of the country.

There is danger, of course, of too much confidence, and the present situation resembles in some points that of 1905—abnormal imports, a great leap in the production of iron, and a large floating indebtedness to Europe due to Wall Street borrowings. But it is pointed out that an unsound currency and an unguarded Treasury were the chief factors in the relapse which then followed—conditions which do not exist now—and that, moreover, 1905 was a year of indifferent crops. Finally, if Wall Street is tempted to form an exaggerated estimate, the business community has learnt the lesson of 1907, and acquired more conservatism.

THE MOORISH ATROCITIES.

London, August 30.

Mr. Mackinnon Wood, the Parliamentary Under Secretary for the Foreign Office, replying to a question as to the mutilation of prisoners of war done by order of the Sultan of Morocco, said the British Consul at Fez had been instructed to associate himself with the proceeding of the French Consul in protesting against such mutilations. A further protest to be made by the whole Diplomatic Body at Tangier was, Mr. Mackinnon Wood added, under consideration.

BRITISH-AMERICAN FINANCE IN CHINA.

In answer to a question in the House of Commons on Monday, the Parliamentary Under Secretary to the Foreign Office, Mr. Mackinnon Wood, stated that the extent of the participation of the American group in the Hankau-Szechuan railway loan had not yet been decided upon.

EGYPTIAN KHEIVIE VISITS TURKEY.

Constantinople, August 31.

The Khedive of Egypt arrived here yesterday evening on a visit to the Sultan.—The local French Post Office has declined to accept a mail sack from Crete, as the letters were franked with a Grecian postmark.

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