

The Daily Record

and THE DRESDEN DAILY.

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DRESDEN, WEDNESDAY, SEPTEMBER 1, 1909.

10 PFENNIGS.

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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 KHEDIVE 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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BERLIN

One of our Berlin correspondents was recently received by Mr. George D. M. Peixotto in his studio at Sigmundshof, Charlottenburg, and spent an agreeable time among this talented artist's studies and pictures.

Mr. Peixotto is not easily encouraged to talk about himself or his work, but our readers will be interested to know that he came to Berlin with the specific purpose of painting the likeness of M. Jules Cambon, French Ambassador, and that he has also been most successful in executing a portrait of the late President McKinley.

Among the paintings which our correspondent had the pleasure of noticing in Mr. Peixotto's studio was the just completed portrait of Mrs. Shartle, wife of the military attaché of the U.S. Embassy in Berlin. Mrs. Shartle wears a white satin gown, partly covered by a blue mantle of exquisite colour and trimmed with sable; the only ornament is a diamond crescent, a family heirloom. The harmony of colour is very striking, and, in fact, the whole portrait gives an observer the impression of the work of a highly skilled master.

Mr. Peixotto is returning to his American studio on September 4, but hopes to return to Berlin in a few months' time.

The Rev. L. H. Murlin, LL.D., occupied the pulpit of the American Church for the first time on Sunday last. The Church was prettily decorated with flowers as a welcome, but was unfortunately not very well filled owing to Count Zeppelin's arrival in Berlin.

Mr. Henry Happold, English Solicitor, has offices at Französische Strasse 43, Berlin. International, Private, and Commercial matters.

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.

CHURCH SERVICES: BERLIN.

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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.
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BERLIN CURRENT ENTERTAINMENTS.

This evening:	
Royal Opera House	Puppenfee (by Royal command) at 8.
Noyal Theatre	Der Schlagbaum at 7.30
Rew Royal Opera Theatre	closed
Deutsches Theatre	Faust at 8
Lessing Theatre	(Kammerspiele) Die Sünde at 8
Berliner Theatre	Der König at 8
New Theatre	Das Lebensfest at 8
New Schauspielhaus	Sein Sündenregister at 8
Comic Opera	Miss Dudelsack at 8
Lustspielhaus	Tiefland at 8
Schiller Theatre O.	Famille Schimek at 8
Charlotten-	Macbeth at 8
burg	Die Ehre at 8
Frdr. Wilhelmst. Theatre	The Taming of the Shrew at 8
New Operetta Theatre	Die Dollarprinzessin at 8
Kleines Theatre	Moral at 8
Bernhard Rose Theatre	Im Café Noblesse at 8
Urania Theatre	Über den Brenner nach Venedig at 8
Every evening until further notice.	
Metropol Theatre	Die oberen Zehntausend at 8
Apollo Theatre	Spezialitäten at 8
Walhalla Theatre	Spezialitäten at 8
Reichshallen Theatre	Stettiner Sängers at 8
Passage Theatre	Spezialitäten at 8
Follies Caprice	3 Frauenhüte.—Der Docteur at 8.15

THE FULTON FESTIVAL IN NEW YORK.

Paris, August 31.

On the occasion of the festivities in celebration of the tercentenary of the discovery of the Hudson River, and the centenary of Fulton's first successful trip with his steamboat on the same river, the French Government has decided to send M. Darboux, Permanent Secretary to the Academy of Science, as its special delegate. Three French ironclads will also be despatched to represent France in the international squadron to be assembled in the Hudson from September 25th to October 9th.

We are informed from Berlin that the German Government will send one large armoured cruiser, two small cruisers, and a training ship to New York in connection with the Hudson-Fulton celebration. England will be represented by a powerful division of armoured ships; Japan by several battleships or cruisers; and most of the other Powers will also send warships. Immense preparations are being made at New York to ensure the complete success of this historical pageant. The city and State have both voted large sums to cover the expense, and a regiment of speakers, including President Taft and the foreign representatives at Washington, will deliver orations.

THE DISASTROUS FLOODS IN MEXICO.

New York, August 31.

Fifteen thousand people have been rendered homeless at Monterey by the flooding of the Santa Caterina river. The distress is very great, and help from outside is urgently needed.

GERMAN-AMERICAN YACHT RACING.

Marblehead (Mass.), August 30.

This afternoon witnessed the commencement of the races between three American and three German yachts for President Taft's Cup. The event took place in the presence of a great fleet of yachts and vessels of all descriptions. Governor Draper, of Massachusetts, has also donated a Cup. The first prizes will be presented to winners by President Taft on board the Presidential yacht Mayflower on September 6.

(Later).—The Joyette, owned by Mr. W. H. Child, was the winner of the first race for the President's Cup, being the first yacht to cross the line.

REMARKABLE OCEAN INCIDENT.

The North German Lloyd liner Kaiser Wilhelm der Grosse which arrived at Plymouth on Sunday, reports having collided three days out of New York with a sleeping whale. Badly wounded and impaled on the steamer's prow, the great fish lashed the sea with terrific force in its maddened efforts to free itself, and it was finally found necessary to go full steam astern before the great mass could be released from the cutwater. This done the whale became detached, and slid off into deep water, probably to die of its terrible injuries. Great excitement prevailed on board during the incident.

THE ZEPPELIN AIRSHIP MISHAP.

A telegram received by us from Friedrichshafen yesterday stated that engineers and repairing materials arrived at Bülzig, where the airship was lying, early in the morning and at once went to work. During Monday the German Crown Prince was an interested spectator of the damaged airship. It was anticipated that everything would be ready for an ascent by yesterday evening. At Friedrichshafen preparations are being made for the airship's expected return late tonight or Thursday. In consequence, it is improbable that the pending visit of the Bundesrat and Reichstag representatives will have to be postponed.

The president of the Berlin Chamber of Commerce has sent a telegram to Count Zeppelin couched as follows: "The industry and commerce of Germany congratulate your Excellency most heartily on the latest triumph in aeronautics. By the successful journey to the capital in spite of many obstacles your Excellency has given additional proof of the practical utility of airships. Your Excellency has thereby developed a new course for the development of traffic, and opened to humanity fresh prospects of civilisation."

A LATER REPORT.

Friedrichshafen, August 31.

The Zeppelin Airship Company announces that the repairs of Zeppelin III. will be completed tonight, and that the airship will probably start again early tomorrow morning. But, as there is no certainty of its being at Friedrichshafen and ready for another cruise up to the 3rd of September, the members of the Imperial Council have been requested to postpone their visit to the following day, the 4th, and to inspect the Zeppelin premises and works at the same time as the members of the Reichstag. In view of the last accident to the new propeller, no actual guarantee can be given today that the airship will be ready on September 4.

THE LATE GEO. MANVILLE FENN.

Mr. George Manville Fenn, the well-known novelist, died on Thursday at his residence, Syon Lodge, Isleworth. He had never fully recovered from his serious illness two years ago, according to the Press Association, and expired suddenly from heart failure. He had of late done only a little writing. His time had been spent chiefly in his garden. He had been away two or three times for the benefit of his health, but with no apparent good results. Mr. Fenn leaves a widow a few years his junior.

Mr. Fenn, who was born at Westminster in January, 1831, was the author of over one hundred novels and boys' stories, and more than a thousand short tales and magazine sketches.

Entering one of the training colleges of the National Society at the age of 21, Mr. Fenn in time obtained the mastership of a country school. His next step was to the post of private tutor. The responsibilities of married life, however, induced him to enter into business, printing offering itself as the most congenial. This led to small literary ventures—the production of a magazine in 1862 and the participation in a provincial newspaper two years later.

Mr. Fenn then commenced to write short sketches, and experienced many disappointments before Charles Dickens accepted an article for his journal *All the Year Round*. Mr. Fenn now found no difficulty in disposing of his work and was a frequent contributor to many of the leading periodicals. A series of working life sketches which appeared in the *Star*, then edited by Mr. Justin McCarthy, were published in four volumes in 1867. This year witnessed the publication of Mr. Fenn's first boys' story, *Hollowell Grange*. From that point his literary output was enormous, the only break in the flow of novels, stories and sketches being when he became editor of *Cassell's Magazine*, and afterwards the proprietor of the publication *Once A Week*, which, despite its many famous contributors, proved unsuccessful. His last book was *A Country Squire*, published in 1907.

As a writer of boys' stories Mr. Fenn achieved world-wide fame, and many of his works were reprinted in America. He was for many years a rival to the late Mr. G. A. Henty as a boys' author, and although his books did not possess the historical interest of Mr. Henty's, they were written, for the most part, in a more homely style, while he used his knowledge of natural history to advantage in many of them.

Mr. Fenn was also the author of several dramas and farces.

DUTCH COLONIAL TROUBLES.

The Hague, August 30.

A despatch has been received by the Government from the Dutch East Indies of a party of native military Police having fallen into an ambush at Mangaric, on Flores island, and of fifteen of them having been killed. In the fight that ensued 67 of the attacking party were killed. Two days' march from the scene of the ambush, the Police were again attacked but, without having a man killed or wounded, beat off the enemy with a loss of 35 killed.

THE CHOLERA IN HOLLAND.

Rotterdam, August 30.

An official report signed by the Mayor states that there are now eleven cholera patients and three suspicious cases under treatment in the hut hospital. Ninety persons in all are under observation. There have been three deaths since the 28th instant, making eight since the outbreak, most of which were due to the use of impure drinking water.

The wife and daughter of a shipmaster showed symptoms of cholera yesterday and both have since died. The ship was moved at once to the neighbourhood of the hut hospital; another case occurred on board during the night.

Amsterdam, August 30.

A case of ascertained cholera has occurred at Gorinchem, but the patient's condition is satisfactory.

TURKISH MINISTER REPLIES TO FABLES.

Constantinople, August 30.

The Minister of the Interior, in reply to an enquiry made by the representative of Wolff's Telegraphic Bureau as to the situation in Arabia, declared that the disquieting rumours spread by the European Press were quite unfounded; and that the majority of the sensational reports were mere inventions, only explicable on the ground of the difficulty of obtaining trustworthy intelligence. The report, for instance, that Lochaja had been taken by the insurgents was false; above all it was false that the Imam of Jahiha had gone over to the rebels. The Porte possessed trustworthy information that the Imam stood firm as a supporter of the Government. Further, the news that the insurgents had advanced to attack Hodeida was as yet unconfirmed. The report that the Vali of Yemen had asked for reinforcements was correct; a strong force had already been despatched in consequence and more troops would follow, as the Government was resolved to suppress the insurrection completely. Contrary to statements in the Press, there was not the least reason to doubt that that task would be fulfilled.

The two most important advantages spread by Mr. York, P. stay in Fontaine health places.

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August 29 September Royal Ope House

Royal Theatre Neustadt Central-Theatre Residenz-Theatre Royal Belvedere

D R E S D E N

The popular belief that America and Germany are the two countries par excellence who employ the most modern methods in commerce and take advantage of every facility offered by education to spread business connections abroad is not fully shared by Mr. Paul Fontanez, a Levantine merchant of New York, Paris, and Smyrna, who is now making a short stay in Dresden before leaving for Carlsbad. Mr. Fontanez has come to Europe for the sake of his health, and is making a tour of the various watering places to find which best suits his needs.

He was good enough to give a *Daily Record* representative yesterday some information as to trade conditions in the Levant, a sphere that is coming to be recognised by progressive manufacturers the world over as enormously rich in possibilities. Already representatives of American, British, German, and French firms are scattered over the country in Turkey and Greece endeavouring to work up connections for their houses. Mr. Fontanez states that American business men, alive as they are to its possibilities, are deliberately missing the Levantine market on account of their conservative methods. They send out representatives to Greece and Turkey who are utterly unacquainted with the languages of the country and to whom the distinct conditions of commerce in the Levant are literally Greek. These travellers are not lacking in "push," but all their efforts go for naught because they cannot get into personal touch with native buyers. Such firms as do not send out their own representatives appoint agents on the spot, a proceeding that is worse than useless. One individual agent in Athens acts for no fewer than fifteen different American firms, manufacturing a variety of articles from agricultural machinery to shot-guns. The agent's knowledge of English is limited, but he is apparently expected to know all the ins and outs of the multitudinous trades he represents. Is it any wonder, queried Mr. Fontanez, that these same firms are complaining of a scarcity of orders?

German manufacturers, in spite of their characteristic attention to detail and commendable enterprise, make a hardly better showing than their American colleagues. They, too, are very prone to native agents, but in some cases more or less qualified Germans are sent out as permanent representatives. When these men have a good knowledge of Greek or Turkish—as the case may be—and further take the trouble to assimilate native requirements and conditions, their houses benefit to an enormous extent. There are German and American firms who even ignore the slight advantage of having their own salesmen or agents, and who endeavour to work up a business connection solely by correspondence. English, French, German, and Spanish are the languages employed for this correspondence, but it is all one because the ordinary Turkish or Grecian merchant has not the slightest knowledge of any language but his own. Occasionally one of the better educated merchants possesses some slight smattering of French, but the knowledge is by no means general. Consequently far the greater proportion of these carefully-written letters are summarily consigned to the waste-paper basket.

Strange as it may appear, English goods are at the present moment more in evidence in the Levantine market than others, and there can be no question that English manufacturers have gained an important lead which will take some reducing by rivals. This English success Mr. Fontanez attributes to the initiative of two big London firms who, with unexpected enterprise, secured a staff of travelling representatives thoroughly acquainted with the Oriental languages and more than one of whom had had years of practical commercial experience

in Turkey and Greece. Moreover, these two firms armed their representatives with sheaves of catalogues and descriptive pamphlets printed in Greek and Turkish, with prices, dimensions, weights, etc. translated into the native equivalents. Between them they made last year an approximate profit of £300,000 sterling, and bid fair to increase this magnificent turn-over steadily.

The importance of Oriental commercial and shipping activity, particularly Grecian, is grievously under-estimated in Europe and America. It appears from our informant that no fewer than 2,382 vessels owned by Grecian shipping companies are engaged in the Levantine trade, these ships having an estimated tonnage of 2,594,780. The figures are for the year 1905, and have certainly increased since then. Grecian shipping in those waters is second only to British, while Italy, Austria, and Germany follow in the order named. Of the 920 steamers entering the harbour of Salonika in 1905, 379 flew the Greek flag. Mr. Fontanez concluded by expressing the hope that American manufacturers will bestir themselves in the Levant as they have done elsewhere, because American goods are highly popular and generally cheaper than those of competitors.

Mrs. William John Watson and family have returned to their apartment in Dresden at the conclusion of an enjoyable summer stay at the Sendig colony, Schandau on the Elbe.

Mr. and Mrs. Mitchell E. Ford, of Des Moines, Iowa, have arrived in town with their two sons and daughter. They hope to make a two weeks' stay.

Mr. and Mrs. Juan Petro-Baro, of New York, have arrived in Dresden in their automobile from Carlsbad, accompanied by servants, and are stopping at the Hotel Westminster. Another newcomer at the same hotel is Mrs. A. Klauke, of Baltimore, Md.

Mr. Philip Doyle, a promising young artist of Boston, Mass., is in town for the first time, devoting himself to a study of the gallery and other local picture collections. He has come to Germany from Florence, where he spent several months inspecting and copying. Mr. Doyle maintains a delightful studio at Arlington Heights, Mass.

Mr. and Mrs. Edmond Jessop, of London; Mr. Thomas Knight, of Sheffield; Mr. and Mrs. Giles Lowther and Mr. Frederick Perry, of Manchester, were among the English arrivals yesterday.

Recent Anglo-American arrivals at Bad Wildungen include: Mr. and Mrs. J. C. Sheyer, of London; Mr. and Mrs. S. L. Lee, of Memphis, Tenn.; Mrs. Leek, of London; Mr. and Mrs. A. J. Quanz, Miss Therese Quanz, Miss Elizabeth Titus, Mr. M. E. Cavalli, and Mr. S. J. Halfon, all of New York; Mr. P. E. F. Hemelryk, O.R.S., Imperial Japanese Consul at Liverpool, Mrs. Hemelryk, and servants; Mr. R. Wolff, Mr. and Mrs. Leopold Jesky, of New York; Mr. and Mrs. R. Henkel and their son, of Detroit, Mich.; Mrs. Sydney Reid, Mrs. and Miss Fothergill, and Mr. Henry Voss, of London; Mr. and Mrs. Ellenberger, of Sheffield; and Miss Frankforter, of New York. Our correspondent adds that up to Sunday evening 10,334 cure guests had been registered.

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The Rev. and Mrs. John Orlando, of Cleveland, Ohio, who recently arrived *en auto*, left Dresden yesterday afternoon for Leipzig and Weimar.

The results of the football matches played on Sunday last on the Dresdner Sport Club ground were as follows: D.S.C. II. v. Hohenzollern I., 3-4; D.S.C. IV. v. F.V. Sachsen IV., 8-0; D.S.C. V. v. D.S.C. VI., 6-6.

At the International Photographic Exhibition today a party, meeting at 4 p.m. in the section "Photographie im Dienste der Rechtspflege," will be conducted through that section, and at 5 o'clock through the Reproduction pavilion. The music will be supplied by the band of the XII. Infantry regiment No. 177. The concert begins at 4.30 p.m. and lasts till 10.30. Towards dusk the Saro "Battle Pot-pourri" will be performed, amid a display of coloured light, fireworks, and rifle firing. Tomorrow, Thursday, there will be a double concert, an illumination, a "Summer Night Ball," and dancing "Unter der Linde."

The guards in the city today are furnished by the 2nd Grenadier regiment No. 101, whose band plays about 12.30 p.m. at the Schloss Platz.

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.

CHURCH SERVICES: DRESDEN.

ALL SAINTS' (ENGLISH) CHURCH,
Wiener Strasse.

Sunday, September 5th. 13th Sunday after Trinity. 8.0 a.m. Holy Communion. 11.0 a.m. Matins and Sermon. 6.0 p.m. Evensong and Litany.
Chaplain: The Rev. C. A. MOORE, M.A., B.C.L.
Strehlener Strasse 21, II.

THE AMERICAN CHURCH OF ST. JOHN,
Reichs Platz 5, at the head of Reichs Strasse.

Sunday, Sept. 5th. 13th 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. WROHT, Resident Minister

BRITISH AND AMERICAN REPRESENTATIVES.

THE BRITISH LEGATION.—Minister Resident: Arthur Cuning-
ham 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.

WEATHER FORECAST FOR TODAY

of the Royal Saxon Meteorological Institute.

Freshening westerly winds, cloudy, rain at times, cooler.

CURRENT ENTERTAINMENTS IN DRESDEN.

Royal Opera House.

Tonight, beginning at 8, ending about 10.30

Tristan und Isolde.

Opera in three acts by Richard Wagner.

Cast:

Tristan	Herr Burrian.
King Marke	Herr Perron.
Isolde	Frau Wittich.
Kurvenal	Herr Scheidemantel.
Melot	Herr Nebuschka.
Brangäne	Frau Bender-Schäfer.

A young sailor	Herr Rüdiger.
A steersman	Herr Büchel.
A shepherd	Herr Rüdiger.

PLOT. Tristan has been over to Ireland to woo the princess Isolde for his uncle King Marke. Isolde loves Tristan, and, finding him cold to her, attempts to poison herself and him; but Brangäne, her attendant, changes the poison for a love-potion. Under its influence, Tristan and Isolde have secret interviews after her marriage with Marke, but they are betrayed by the King's friend Melot. Tristan attempts to escape with Isolde, but is severely wounded by Melot. Kurvenal, his faithful servant, takes him to Brittany, and they watch in vain for a ship which is bringing Isolde to nurse him. When it comes in sight Tristan tears off the bandages from his wound and later expires in Isolde's arms. King Marke has followed her, and Kurvenal kills Melot when he enters. Marke mourns over Tristan, and Isolde pours out a song of greeting to her beloved and falls dead at his side.

Composer: Richard Wagner, born 1813, died 1883.

August 29 to September 5	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Royal Opera House	—	—	—	Tristan und Isolde. 6 p.m.	Samson und Dalila. 7.30 p.m.	Tielland. 7.30 p.m.	Die Meistersinger von Nürnberg. 6 p.m.	Udine. 7.30 p.m.
Royal Theatre Neustadt	—	—	—	closed.	closed.	closed.	closed.	closed.
Central-Theatre	—	—	—	Variety performance. 8 p.m.	Variety performance. 8 p.m.	Variety performance. 8 p.m.	Variety performance. 8 p.m.	Variety performance. 8 p.m.
Residenz-Theatre	—	—	—	closed.	closed.	closed.	Kümmere dich um Amelie. 7.30 p.m.	—
Royal Belvedere	—	—	—	Concert. 7.30 p.m.	Concert. 7.30 p.m.	Concert. 7.30 p.m.	Concert. 7.30 p.m.	Concert. 5 p.m.

ARE THE TRUSTS AN EVIL?

TO THE EDITOR OF THE DAILY RECORD.

Dear Sir:—

There is no question but that the means which some of the corporations and trusts resort to are anything but straightforward. There are good and bad Trusts, as both Messrs. Roosevelt and Taft have time and again said. It was their desire to prosecute the inquiry into the management of these Trusts, so as to curb the abuses of dishonest Trusts, and encourage those that operate in a proper and correct manner. While there is business, or Corporations and Trusts, there will always be men connected with some of them that are not scrupulously honest, and until men cease being ambitious to get rich, not caring which road they take, this state of things will exist. But notwithstanding this, one must say that Trusts and Corporations—which are virtually the same thing—have been a good thing for the United States.

They came in natural order in the development of the country, and for the benefit of the whole people. They have been and are developing the country in such manner as no individual, acting alone with his own money, could ever possibly do. What it would take an individual a life-time to do, is done by a Trust in a very short period of time. Organisation is the great factor in the development of a new country or in anything else of importance in great undertakings, and this organisation we find in greater perfection in Trusts and Corporations than in other business. It is not only the thing that will develop a new country, but it is the one thing which will keep the older countries in the van of progress. What appears to the Europeans as a large undertaking in their limited area, to the American it seems but a small thing because his horizon is wider. He has almost a boundless country in which to operate. His conceptions of the requirements of his country are stupendous, which of a necessity they must be in order that they may accord with the magnitude of the country. In such a land nothing but united action of strong men and corporate wealth could possibly have done what has already been done in the development of such an immense land.

If I were to criticise the Trusts at all, I would say they did not develop early enough. Their organisation came too late, and consequently is now costing the country money and labour that could otherwise have been saved. If Mr. Harriman had been on the stage fifty years sooner, with the capital he commands today, we would have trunk roads the length and breadth of the whole country under one management. He would not now be buying up sections and branch lines in order to make it convenient for passengers and freight to go direct from the Atlantic to the Pacific coast. What economy there would have been, can only be conjectured. The German Government is labouring under the same trouble, because some of the smaller kingdoms and principalities still own and run their own roads instead of turning them over to the Empire, and we all know the discomfort arising from the arrangement. Improvements in a country as large as the United States could never be made in the proper way except by men or a combination of men who command large amounts of money. Besides their own money they must control the money of others which is entrusted to them to invest, and it is their business to invest it in such a way as will bring in the best returns. What objection to Trusts there can be on that account, I cannot well see. What individual could have built the Union Pacific Railroad at the time it was built? It had to have the support of the Government. Today such an undertaking would be dealt with by one of the master organisers like Harriman or Hill.

Corporations and Trusts in the United States have provided work for nearly a million a year of Europe's surplus, willing working men and women, and most of them are happy that they went. Large businesses are not built up on fraud and chicanery, but upon honesty, industry, and probity. What could have given the Eastern States of America, and Europe, fresh beef and fruit in such abundance, at reasonable prices, but such concerns as Armour's, Morris', and Swift's with their refrigerators and numerous places of distribution? What other organisation or individual could have supplied the British army in Africa or the United States army in Cuba or the Japanese army in the war with Russia with provisions except the Trusts? and, while on this sub-

ject, I wish to say that I have been through these establishments many times, and I never saw anything that was intended to be eaten that could not be eaten by anybody in good health. There is hardly a case where these Corporations or Trusts have entered the field of industry, where they have not only reduced the price of the article to the consumer, but have at the same time improved the article. They keep their engagements regarding quality and delivery; and, taking them as a whole, they are more reliable than the individual independent manufacturer. Why? Because they must show results, which means a profit to the shareholders, to whom the managers are responsible.

Trusts and Corporations are good and useful when run honourably. In any case, they come in the natural order of evolution, and are only the forerunner of a greater benefit yet to come. The concentration of so much capital, and the management of such large enterprises by really one brain is gradually demonstrating that the larger enterprises, such as railroads, steamboat lines, express (parcel post), insurance, lighting, waterworks, telegraph, telephone, mines, banks, and numerous other works and industries can just as well be run by the Government, and is pointing the way, just as clear as the stars shine, to the nationalising of all these enterprises for the benefit of the whole people. There will then be no loss of fortune in a day by the fluctuations of stocks caused by the caprice of one or two men, but a strict stable line of securities managed by the Government when the working man's and the rich man's money will be equally safe.

Yours truly,

Wm. J. Watson.

Chemnitz, August 26.

TO THE EDITOR OF THE DAILY RECORD.

Mr. Watson's opponents, including yourself, are unfair in their demand that he prove a negative. The *onus probandi* is on Mr. Clark, who made assertions, one of which Mr. Watson disproved beyond question,—that as to the alleged Marshall Field glove factory. It is Mr. Clark's place to prove his own assertions or take them back. In England and America no one is required to prove a negative.

(Dr.) Robert Grimshaw.

Dresden, August 28.

(The above correspondence, interesting as it has been, must now positively cease, as we have other demands on our space.—The Editor.)

LATEST AMERICAN MAIL NEWS.

TO THE UNITED STATES

September 2.—Deutschland, from Hamburg, mails due in New York September 9. Mark letters "Via Hamburg," and post not later than 1 o'clock p.m. today [Wednesday].
September 5.—Mauretania, from Liverpool, mails due in New York September 10. Mark letters "via Colon—Queenstown per Cunard Line," and post not later than 1 o'clock p.m. tomorrow [Thursday].
September 4.—New York, from Southampton, mails due in New York September 11. Mark letters "Via England" and with name of steamer, and post not later than 1 o'clock p.m. tomorrow [Thursday].
September 4.—Prinz Friedrich Wilhelm, from Bremen, mails due in New York September 13. Mark letters "Via Bremen," and post not later than 1 o'clock p.m. on Friday, September 3.
September 7.—Kaiser Wilhelm der Grosse, from Bremen, mails due in New York September 14. Mark letters "Via Bremen," and post not later than 1 o'clock p.m. on Monday, September 6.

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-pennig 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.

Today [Wednesday], by the S.S. Kaiser Wilhelm der Grosse, left New York August 24.
Tomorrow [Thursday], by the S.S. Mauretania, left New York August 25.
Saturday, September 4, by the S.S. La Lorraine, left New York, August 26.

H^{ch}. W^m. Bassenge & Co., Bank.

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