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The Daily Record

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THE GREEK CRISIS.

RESULT OF EXCESSIVE MILITARISM.

The incomplete telegrams which have reached Europe in regard to the Grecian crisis have left the uninformed in doubt as to the actual causes of this grave disturbance in the Hellenic Kingdom. Mr. Paul Fontanez, a gentleman who has passed the greater part of his life in the Orient and is intimately acquainted with the language and customs of Greece, and whose views on commercial prospects in the Levantine market we were able to publish in yesterday's issue, was kind enough on Tuesday evening to give a *Daily Record* representative in Dresden some lucid facts relative to the situation.

"It may not be generally known to Europeans that Greece today is suffering from an especially virulent form of militarism, probably contracted from Europe," said Mr. Fontanez. "The army is gradually assuming complete control of national affairs, and the present situation, following on the resignation of M. Ralli—a Premier who, whatever his defects, has rigidly adhered to Constitutional principles and staunchly upheld the rights of civilians—is extremely grave. Some eighteen months ago there was formed at Athens an organisation known as 'La Ligue Militaire,' chiefly composed of army officers and a few ambitious politicians. This body ever since its formation has been vigorously pursuing a militarist propaganda among the people, and its efforts, strange to say, have been backed up very strongly by many of the most influential Hellenic papers.

"Conscious of their strength, the League members have been demanding of the Government all sorts of preposterous concessions and privileges. M. Theotokis, the War Minister, stood out against the movement as long as possible, but he has been driven from his office at last. The 'Ligue' demanded the resignation of the Crown Prince as Commander-in-Chief of the Hellenic army, and so insistent were their machinations that King George himself is believed to have counselled the granting of many concessions. The Greek officers at Crete, about whom so much was heard during the Turco-Greek pourparlers, were all members of the 'Ligue,' and their avowed purpose was the incitement of the Islanders to resistance against the hated Turk. Luckily, however, the prompt action of the Powers has averted a conflict for the nonce, but I can tell you as a positive fact that the war fever in Greece is increasing at such a rate that thoughtful men are already predicting another dispute with Turkey. The lessons of the last war, which proved the Greek army to be totally disorganised, badly armed, and abominably led, have been conveniently forgotten. The 'Ligue Militaire' confidently promises complete success for Grecian arms in the event of a struggle, overlooking the immense numerical preponderance, modern equipment, and good generalship of the Ottoman forces.

"This state of affairs is particularly unfortunate at a moment when Greece is beginning to forge ahead commercially and socially. The Kingdom stands in urgent need of complete tranquillity at home and abroad. Native financiers, some of whom are extremely wealthy, for the first time on record are commencing to invest their capital in home enterprises. Banks are increasing in number and wealth, and dozens of large factories and other manufacturing plants have been established in the last five years. But the pernicious romanticism of the Hellenic character is apparently superior to practical considerations. The thirst for glory which led the Greeks into the war with Turkey looks as though it is as keen as ever. The downfall of M. Ralli's Cabinet last week demonstrates the influence acquired by the 'Ligue Militaire,' and it is notorious that his successor, M. Mavromichalis, has agreed unreservedly to comply with all the 'Ligue's' demands. I personally regard the outlook as very ominous, because, even if Greece escapes actual armed punishment and its resultant evils, her present behaviour is bound to effectually alienate the sympathy and support of the Great Powers, of whose friendship she stands in the direst need."

Constantinople, August 31.

The Greek Ambassador has informed the Porte that the new Ministry at Athens will, like the previous



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Government, pursue a policy thoroughly friendly to Turkey, and will endeavour to strengthen the good relations at present existing between the two countries.

The head of the boatmen and dock labourers at Salonika has told the men that the boycott against Greece is at an end, and that normal conditions of traffic have been restored.

Athens, August 31.

Colonel Lapatthiotis has been appointed Minister of War. The Greek Press protests with one voice against the imputations of foreign newspapers that the military movement in Greece was directed against the reigning dynasty, and emphatically asserts the loyalty of the army and the people.

TRANSATLANTIC COMPETITION.

(DAILY RECORD CORRESPONDENT)

London, August 31.

The landing of passengers and mails at Fishguard yesterday by the Cunard liner *Mauretania* inaugurates a new era in Transatlantic steamship competition. This magnificent ocean greyhound arrived at Queenstown early in the morning, having made a new record for the Eastern run,—viz. 4 days 14 hours 27 minutes, an average speed of 25.41 knots. This exceeds her previous best passage by 2 hours 54 minutes. Leaving Queenstown she made a fast run to Fishguard, Wales, the new harbour opened up by the enterprise of the Great Western Railway, where she arrived at 1.5 p.m. The splendid landing facilities enabled the passengers and mails to get ashore with the greatest possible expedition, four tenders being employed in the work. Less than an hour after the arrival two special express trains were speeding to London, which they reached at 7 o'clock last evening. Fishguard has thus been adopted as the new port of call for Cunarders, an innovation that saves several hours over the former system of running direct from Queenstown to Liverpool. It has been made as a reply to the White Star line, whose vessels now call at Holyhead on the homeward voyage. The German lines which call at Plymouth are also likely to feel the new arrangement very severely. Fishguard is 55 miles nearer New York than Plymouth, 113 nearer than Liverpool, and 174 nearer than Southampton. Liverpool, it is stated, will not be detrimentally affected by the change. On the contrary it will benefit considerably at the expense of Southampton and Cherbourg.

MR. HARRIMAN'S HEALTH.

Mr. Harriman's personal chaplain (the Rev. Mr. McGuinness), has made the following statement to a New York representative of the Associated Press:

"Mr. Harriman is better. You may say that Mrs. Harriman and all of us are very happy over his steady improvement since he returned."

Mr. McGuinness declared that this was the first authorised statement made by one of the members of the Harriman household, and that he was most solicitous that it should be published as he had given it out.

NEW YORK ORPHANAGE BURNT DOWN.

The Malachy Roman Catholic Orphanage at Rockaway, near New York, was burnt down, according to a telegram published by the *Frankfurter Zeitung*, on Tuesday. Seven hundred children were saved but a few perished. Seven bodies have been recovered.

THE HUDSON CELEBRATION.

(DAILY RECORD CORRESPONDENT.)

New York, August 22.

Preparations on a most elaborate and extensive scale are in progress for the coming Hudson-Fulton celebrations next month. Gratification has been caused here by the announcement that most of the foreign Governments are sending representative warships, as this fact is recognised as proof that Europe, South America, and other parts fully recognise the international character of the occasion. The present unparalleled prosperity of New York has been considerably aided by European influence. It is pointed out that Great Britain, in particular, has a right to special participation, in view of the circumstance that Hudson, the discoverer of the great river now bearing his name, was an Englishman. Furthermore, Fulton, the inventor of the first steamboat to plough the waters of the Hudson river, although an American, received practically no support from his own countrymen when first struggling with the problem of steam propulsion for vessels. His first successful paddle-boat was built with money donated for the purpose by two wealthy and enterprising British noblemen, the Duke of Bridgewater and Lord Stanhope, and the machinery that drove it was modelled on designs originally prepared by another great Englishman, James Watt, the father of the steam engine. Little facts such as these are liable to be forgotten in the flight of a century, but due regard will be paid to them in the celebration next month.

Moorings for the great international fleet are now being prepared in the river, and an army of workmen is engaged in the erection of stands and other appurtenances for the occasion. It is hoped that the foreign diplomats at Washington will be present here in full force. President Taft has announced his intention of inspecting the warships from the Presidential yacht *Mayflower*, and Governor Hughes will probably be one of the guests on board. There will be a series of historical pageants representing the discovery of the river, the first voyage of the *Fulton*, and incidents of Dutch life portrayed as in the days when New York was New Amsterdam. It is hoped that this unique celebration will attract many European tourists to New York, and the hotels are anticipating a great demand for accommodation.

FATAL ACCIDENT IN PENNSYLVANIA.

A telegram from Scranton, Pennsylvania, states that several blocks of buildings have caved in owing to the partial collapse of the workings of an ancient mine over which the houses had been erected. A number of the buildings were completely wrecked, and the damage is estimated altogether at 200,000 dollars. Several persons are reported injured or dead, but there is as yet no confirmation.

THE BLERIOT-LATHAM AEROPLANE MATCH.

(DAILY RECORD CORRESPONDENT.)

London, August 31.

The contract for the interesting aeroplane contest between M. Blériot and M. Latham was signed yesterday afternoon, and the match will take place at Wembley Park some day between October 15 and 30. The prize amounts in all to £5,000, of which the winner will take £4,000 and the loser the remainder. It is hoped by the British Aeroplane Club that an aviation week, similar to that just concluded at Rheims, may be arranged in connection with this match, and the officials of the Club are now negotiating with the principal Continental aviators with a view to arranging a really big meeting.—The London firm of Friswell, makers of aeronautical appliances, are building several all-British aeroplanes, and will soon be turning them out at the rate of five a month. They state that the popular demand for information bearing on aviation is greatly increasing, and a heavy demand for machines is expected to follow.