

The Daily Record

and THE DRESDEN DAILY.

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WITH COOK TO THE NORTH.

ASTOUNDING STORY.

A prominent Liverpool journal on Thursday printed an astounding narrative given to one of its representatives by John Barclay, a native of Aberdeen, who states that he accompanied Dr. Cook on his voyage towards the North Pole. Barclay was formerly in the service of Messrs. G. and J. Rankin, general coopers, of Liverpool, but left the firm two years ago to go to work for himself at Reykjavik, in Iceland, and was engaged (he says) by Dr. Cook as a sailor about May, 1906. Barclay was interviewed in the presence of Mr. R. K. Rankin, a member of the above-named firm, and, it is stated, told a plain, unvarnished tale, "free from any attempt at imaginative colouring."

"Three years and four months ago," he said, "I was sitting in a public-house in the herring station of Reykjavik, when Dr. Cook came in. The three-masted auxiliary schooner Dublin, of Copenhagen (steam and sail), had put in for supplies, and Dr. Cook was in command of her. When he saw me he said, 'You are just the man I was looking for.' He asked me to join his ship as a sailor, and as I was a bit keen on an adventure on the sea, I consented. I found that I was the only Britisher aboard, and the only one who spoke English."

"Did not Dr. Cook speak English, then?"
"Oh, yes; he spoke broken English; but he was a Dutchman, because he said he came from Copenhagen. That was his native town."

"A Dane, perhaps?"
"Yes, perhaps he was Danish; but we call them all Dutchmen."

"Not an American? Didn't he speak with a Yankee accent?"

"No, not a trace of it. It was what I call Dutch. We were fifty-nine all told on board. Dr. Cook was captain, and the rest were Dutchmen, Germans, Russians, and one thing or another."

Then, continued the narrator, commenced a voyage of eighteen months, going northwards all the time. He was unable to give very exact particulars as to the route, but he traced the course roughly with his finger on the map—past Cape Farwell on the south of Greenland, up Davis Strait, across Melville Bay, into Smith Sound, Cape York, and the shores of Grantland; then through Prince Charlie's Sound, and about a hundred miles north into a natural harbour, the name of which he did not know, where the vessel remained ice-bound for six weeks. Frequently on the voyage the vessel got frozen up, but a way was forced by blasting with dynamite and the use of ice anchors. There were ample provisions on board. Questioned as to the people on board, he said that besides Dr. Cook, who was a perfect gentleman, kind and considerate in every way, were six other gentlemen, whose names he did not learn. They all talked "Dutch." Coming nearer to the alleged dash to the Pole, Barclay said that at some point—in Lancaster Sound, he believed—they picked up a number of Eskimos and a lot of dogs. While the vessel was icebound—he believed it was at a point to the north of Annotok—Dr. Cook set out across the ice, accompanied by a party of Eskimos, and equipped with 14 sledges and about 100 dogs.

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"How long was the Doctor away?" asked the press representative.

"Only three days," was the reply.

"Are you sure he was away for only three days from the ship?"

"Yes, certain. He was never out of our sight for more than three days."

"Do you know anything about a man named Franke?"

"I believe there was a man with some such name. He went with the Doctor, and came back in two days. When Dr. Cook returned he had only seven sledges and about fifty-four dogs. All the Eskimos came back together."

"Do you know where the Doctor had been?"

"To the Pole, I suppose."

"In three days—there and back?"

"We understood he had been to the Pole right enough."

The press representative pointed out that, according to his own story, Dr. Cook was 700 miles from the Pole when he left his ship, which at first he had described as a yacht, and later, in his lecture, a fishing schooner; and that it had taken him four months fast travelling to reach the Pole—from December 21, 1907, to April 21, 1908—and no fewer than thirteen months to come to Upernavik.

Barclay said he knew nothing about these dates, but he was firm in his assertion that Dr. Cook had never been away from the schooner more than three days together. He left one night, and came back in the early morning of the fourth day. He took with him a flag, and came back without it.

"A flag? Union Jack or Stars and Stripes?"

"Neither. The Danish flag. On the Sunday morning he called the watch, and told us what he had done. We believed him, and were very glad. 'Thank God,' said the doctor; 'I will never come back again.' All hands were called aft, and grog and cigars were served round. The doctor was all smiles, and looked very pleased. He looked like going out of himself, and ran about the deck like a youngster."

"Did the doctor at any time say to you what story you were to tell?"

"No, not a word. He was a perfect gentleman right through. When we left him at Copenhagen he made a little speech to us, but as it was in Dutch or Danish I did not understand it. He shook hands with us and bade us good-bye."

Barclay states that he came with Dr. Cook on the homeward voyage from Lerwick to Copenhagen, and then proceeded to Liverpool.

DR. COOK LEAVES DENMARK.

An enormous crowd collected at the harbour at Copenhagen to give Dr. Cook a send-off on Friday afternoon. The steamer Melchior was dressed with bunting overall, and most of the ships in harbour followed suit. Dr. Cook arrived at 4 o'clock accompanied by Captain Sverdrup, and was enthusiastically cheered by the people. As he stepped on board the ship, he was received by the Committee of the Geographical Society, the Directors of the United Steamship Company, the American Minister, and other eminent men, and conducted to the saloon. Here Admiral Richelieu, the President of the Steamship Company, made a short speech wishing Dr. Cook *bon voyage* and begging him to carry with him the conviction that he had left none but friends behind him in Copenhagen and that no one in Denmark doubted his work. At 4.30 the steamer cast off, Dr. Cook standing on the bridge, and signalling his thanks to his friends and the cheering crowd. The cheering was kept up till the ship was fairly out of hearing range and sight.

The Geographical Society of Vienna has invited Dr. Cook and Commander Peary to lecture in Vienna.

BRIEF NEWS ITEMS.

A London telegram reports that a Mr. Aldred, the new publisher of that notorious periodical, the *Indian Sociologist*, was on Friday sentenced to twelve months' imprisonment for printing and distributing a sensational pamphlet in which Dhingra's crime, the murder of Sir Curzon Wyllie, was lauded as an heroic action.

Four more persons were released from detention in the cholera barracks on Friday at Rotterdam as they showed no symptoms of the disease. Five others, whose condition is good, are still detained. Since yesterday there have been neither cases of death nor fresh admittances to hospital.

The prison at Tschernigov, South Russia, was on Friday the scene of a serious revolt, when several prisoners undergoing examination suddenly fell upon two guards, throttled them, took their weapons and the cell keys, and set a number of bed mattresses on fire. During the confusion they employed themselves in releasing other prisoners from the cells. The military watch was hastily summoned and soon restored order. Two prisoners were shot dead, two badly injured, and eight slightly wounded.

A Melilla telegram of yesterday reads: During a scouting expedition lasting six days the troops under Colonel Larea fired not a single shot, and returned yesterday to their camp at Cabo de Gagua. Numerous Riff tribesmen have made submission. The attitude of the inhabitants appears to indicate that the pacification of the Mut district and the Muluya valley is complete.

An automobile driven by Lord Lonsdale was travelling in Westmoreland on Friday evening when, in descending a particularly declivitous hill, it grazed a wall and was overturned. Lord Lonsdale escaped practically unhurt, but two of his chauffeurs, who sat in the tonneau, were hurled out on to the roadway and sustained serious injuries.

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