

19.
enstuck
, corner
cuisine.
tion.
se 16.
d pupil
ing
se 8.
44,1.
prices.
erman,
in and
illa).
Str. 56.
1166.
andy.
l.
uisics.
y
s
ool
man,
ridge.
co.
mers
rg.
gths.
antic
st.
u
I.
ces.
e
psy;
and
tents
and
gans
here-
inks.
ing-
sul:
2, p

Office:
Struve Str. 5, I.
Dresden A.
Telephone
1755.

The Daily Record

and THE DRESDEN DAILY.

THE FIRST DAILY PAPER IN ENGLISH PUBLISHED IN GERMANY.

No 1,120.

DRESDEN, THURSDAY, OCTOBER 14, 1909.

10 PFENNIGS.

The Daily Record is delivered by hand in Dresden, and may be ordered at any Post Office throughout the German Empire. It is published daily, excepting Mondays and days following legal holidays in Dresden.

Monthly Subscription Rates: For Dresden, mark 1.—; for the rest of Germany and Austria, mark 1.20. For other countries, marks 2.50.

BALLOONACY.

Glancing through the Parisian *Journal des Débats* the other day, we came across a reproduction of the writings of a certain Mercier who, in a work entitled *Mon Bonnet de Nuit*, wrote an essay on the Montgolfier balloon of 1783. This reproduction struck as most timely at the present moment, when an exaggerated form of that peculiar disease, known as "balloonacy," is sweeping over the face of Europe, and is nowhere more pronounced than in Germany. The appearance of the Zeppelin airship has given rise to fantastic conceptions of the various uses to which dirigibles might be put which equal in imaginative effort the highest flights of unrestrained fancy that Mercier and his volatile contemporaries were ever guilty of. We have heard of a fleet of Zeppelins setting out on a voyage of world-wide conquest, of whole squadrons of Dreadnoughts being sunk on the high seas by a rain of devastating explosives from on high, and of a real and undisputed discovery of the North Pole by a Zeppelin airship expedition. Granted that a certain amount of national enthusiasm might have been expected as a result of the truly remarkable performances of Count Zeppelin's vessel, there are still limits in which popular expectation can legitimately soar. The Count himself is the first to admit that the entire problem of aerial navigation presents infinitely more difficulties than those which have yet been solved. The elements, it is true, have been harnessed, but they have never been ridden by man when in an angry humour, and they are still the indisputable masters of the situation.

Writers inspired by the Zeppelin and other airships are proceeding along lines exactly parallel to those which carried the enthusiastic Mercier far beyond the region of common sense. He went into ecstasies over the prospect which the hot-air balloon opened up for mankind, and over the possibilities of flight through the air. He saw the moon suspended in the air, and said that it was no doubt a kind of Montgolfier balloon. It was, as he argued, a hollow globe filled with some particular gas, probably sixty times lighter than air. And if the moon was thus held up in space, it followed that the sun and the earth were filled with the same gas, and floated in the atmosphere for the same reason. When once he had given rein to his imagination, Mercier's speculations knew no bounds. He explained all sorts of natural phenomena by this marvellous gas: volcanoes, storms, and earthquakes were all made clear by it. This reasoning by analogy has also become the fashion among that large class of writers who have sprung, mushroom-like, into existence with the advent of the Zeppelin airship. It is hardly possible today to open a German or French periodical of any description without coming across some more or less learned article on aeronautics. The enthusiasm is too great to last. Repeated repasts from a favourite dish soon render it objectionable to the palate, and the demand for literary diversion on this subject will inevitably decline. France has gloried in the reputation she won long ago as a land of exaggerations, but in the present competition of fantastic balloonacy she has a hard struggle to keep abreast of her Teuton neighbours. The proverbial Germanic solidity of intellect has suffered not a little from the ravages of this new disease, but we do not doubt that the brake will be put on before many months are past. This generation is amused by the absurd fancies of a Mercier, and we flatter ourselves that we are more sober in our speculations on the future of aeronautics and aviation; but it is nevertheless probable that in a hundred years' time some of our popular science will seem quite as absurd to our descendants as the vivid imagination of Mercier does to us.

A HARD BLOW FOR DR. COOK.

A New York cablegram received yesterday stated that Commander Peary and his white companions on the Arctic expedition have now made public certain details regarding the statements elicited from Dr. Cook's Eskimaux at Etah by skilful examination. The Eskimaux who accompanied Dr. Cook unanimously declared that, after leaving Heiberg Island, they had proceeded only two days' journey to the North when the party came to a stretch of bad ice and open water which rendered further progress impossible. Thereupon Dr. Cook decided to return to Heiberg Island, which he did forthwith.



Trade Mark.
Establ. 1843.

DRESDEN CHINA

Own workmanship :: Lowest prices ::
Retail :: Export :: Wholesale ::

A. E. STEPHAN, 4, Reichs Strasse
succ. to Helena Wolfoehn Nachf. Leopold Elb.

NEWS OF THE WORLD.

The forecast we ventured to make in our article yesterday on the indiscretion of Mr. Crane, the recently appointed American Minister to China, has received swift confirmation. We suggested that his loquacity would certainly render his tenure of office of the shortest duration, and a cablegram from Washington, now lying before us, announces that the Secretary of State has requested Mr. Crane to send in his resignation. Further advices are to the effect that Mr. Crane himself proposed this step, as he recognised that the remarks he made to the reporter of a Chicago newspaper had created grave difficulties for the State Department.—In this connection our telegraphic agency says that the report of Mr. Crane's departure for China, published yesterday, was based on a misunderstanding.

Disappointment and irritation will be the dominant feelings among American politicians and business men at this untoward result of an appointment which had been hailed throughout the country as a masterpiece of diplomacy. Mr. Crane, it was said, was admirably fitted for his new post, and under his direction American policy in the Far East would prove immensely beneficial. It is now more likely that, had he entered into residence at Peking, the world would have been surprised by new and startling developments which could not have failed to detrimentally influence American interests in the Chinese Empire. Mr. Crane is doubtless pondering ruefully on the fundamental truthfulness of the old adage regarding the intrinsic value of silence. The incident, painful as it is, will not have been in vain if it acts as a wholesome warning to Mr. Crane's successor, whoever he may prove to be.

The following is the gist of London telegrams received dealing with the English political crisis. Yesterday's London press discussed with animation the King's interviews with Mr. Balfour, Lord Lansdowne, and Mr. Asquith, and gave it as their opinion that Mr. Asquith took the initiative in conferring with his Majesty. The Conservative papers sharply attack the Prime Minister for his alleged conduct, and characterise as an unprecedented political manoeuvre his attempt to utilise the Royal prerogative for the purpose of obtaining an indication as to his opponents' plans. The Prime Minister, it is further stated, is openly dismayed by his party's prospects at the coming General Election. The audiences with the King, it is generally opined, can produce no alteration in the situation. The Liberal papers contend that it was only natural on the King's part to attempt to use his influence for the bringing about of a reconciliation between the disputant parties. The *Daily News* says that in Liberal circles a compromise was greatly feared, but that Mr. Asquith has retreated not one inch from his original standpoint, and was not intimidated by the sensational tactics of the Tories.

Mr. Masterman, Under Secretary to the Home Office, delivered a speech at Kennington on Tuesday night, in the course of which he said: "If the legal mediation of the highest authority concerns itself with warning the Lords as to the danger of the course they are pursuing, while refraining from infringing upon the Constitution, then it is decidedly not our business to criticise or to hinder such mediation. This Budget will eventually pass, whether the Lords accept it or reject it!"

Mr. Philip Snowden, the Socialist member for Blackburn, spoke to his constituents on Tuesday night, making the following remarks. "King Edward is undoubtedly popular, but we must not forget that a popular king may prove a greater danger to Democracy than a despot. It is the cardinal duty of the King to accept and to act upon the advice of his responsible Ministers."

Mr. William Randolph Hearst's intervention in the New York mayoral fight has greatly fluttered the political doves. He is being heartily abused by both

Republicans and Tammany Democrats, and appears to enjoy it. He will utilise the machinery of the Independence Party, and is assured of sufficient fusion support to spoil the chance of Judge Gaynor, with whom he has long had certain accounts to settle. The Judge has said nasty things about "Yellow Journalism" and about Mr. Hearst personally from time to time, and Mr. Hearst has said and is saying equally nasty things about Mr. Gaynor. The contest now enters upon the roaring, rattling stage, and everyone is hitting everybody else good and hard. Tammany is pretty mad over the development of the situation. All seemed perfectly satisfactory at the beginning of last week. Today there is an exasperating change. Tammany's candidate is suspected even by Tammany, and it would not be surprising if he should be deserted by the wig-wag at the last moment. The *Globe's* correspondent cables that half-hearted attempts are being made by the party leaders to make out that the Independence candidate does not count for a cent, but experienced politicians all agree that Mr. Hearst's virile personality constitutes a factor which cannot be ignored.

The New York *American* states that nearly seventy prominent members of New York society and thirty millinery houses will shortly be indicted on charges of smuggling. The alleged frauds have extended over many years, and the total sum involved is about \$9,000,000 dollars. It is understood that if all the defendants are convicted the fines will reach 2,000,000 dollars.

Several diplomatists at Constantinople have been authoritatively informed that the Dardanelles question was not discussed during the recent interview between the Tsar of Russia and members of the Turkish mission at Livadia. The news published by a German paper at Stamboul that the Turkish mission had brought back an autograph letter to the Sultan from the Tsar has since been denied.

Supplementary to the cablegrams we published yesterday from Cuba and America, the following message from New York gives details of the terrible cyclone: The number of victims who perished in the cyclone along the coast of Florida is now estimated at seven hundred. In Key West hardly a house or building of any description has escaped some sort of damage.

The *Petit Parisien* yesterday reported: The journey of the Russian Tsar to Italy will take place immediately, but strict secrecy is still maintained as to the route to be taken and the date and place of the meeting between Tsar Nicholas and the King of Italy.

It is reported from Tangier that the Pasha of Azemur, alarmed by the disturbances which had broken out between the Jews and Arabs of his province, solicited the aid of the French commandant, which was granted. A French rifle brigade proceeded to Azemur and soon restored order, subsequently returning to Vidiali. As the Pasha feared that his request for French intervention might enrage Sultan Mulai Hafid, he has since sent the Sultan a large sum of money as a salve to his Majesty's injured dignity.

The Paris newspapers report extraordinary scenes on the road between Juvisy and Paris on Sunday evening, when the vast crowd which had been attending the aviation meeting was returning homewards. Many motor cars, it is stated, returned to Paris at high speed, and at intervals of only a few yards, and all along the road there were swarms of cyclists. Some of the latter declare that they witnessed numerous accidents. A woman is said to have been run over by three motor cars in succession, and as the huge crowd forced its way into the road, several persons are reported to have been actually crushed to death. It is feared, therefore, that the total number of accidents will prove to have been very large. Despite the efforts made by the railway company to organise an efficient service of special trains, it was not until 11 o'clock at night that the last of the spectators were able to leave the station of Savigny-sur-Orge. The departure of the trains took place without serious incident, although the crowds sometimes overwhelmed the gendarmes and troops who were endeavouring to maintain order, and swarmed on to the line. At half-past eight a train came up at full speed while the crowds were crossing the line to besiege a waiting train. The station-master, however, succeeded in stopping it by means of frantic signalling.