

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

The Daily Record

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and THE DRESDEN DAILY.

THE FIRST DAILY PAPER IN ENGLISH PUBLISHED IN GERMANY.

No 1,130.

DRESDEN, TUESDAY, OCTOBER 26, 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.

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NEW YORK POLITICS.

By the death of Mr. Patrick H. McCarren, which has just taken place at Brooklyn, the New York political world has lost one of its most picturesque figures,—and Tammany Hall an implacable opponent. There is reason to believe that the late Democratic "Boss" accelerated his end by too strenuous labour in the campaign which is now drawing to a head. In little more than a week the issue of the electoral fight will be known. The three candidates are each confident of victory, but so far as present information goes Judge Gaynor, who is avowedly a protégé of Tammany Hall, is considered to have the best chance. This fight is arousing more than ordinary interest among thoughtful New Yorkers. It represents an extraordinary effort on the part of Tammany to regain complete control of the great city's administrative departments, control such as it possessed absolutely in the days of Tweed the unspeakable, and in a less degree when "Boss" Croker was enshrined at Fourteenth Street. Certainly this organisation's magnificent strategy justifies an anticipation of success. As its candidate for Mayor, Judge Gaynor, we see a man of high integrity, whose judicial career accrues no blemish to the sharpest-eyed opponent. His public and private record are alike without stain; he is, in fact, the antithesis of the usual Tammany candidate. But that Judge Gaynor, honest and straightforward as he undoubtedly is at the moment, will retain his bright reputation intact after wading through the mire of fraud, corruption, and chicanery upon which Tammany Hall is founded is a manifest impossibility. It is strange that we can find men who, after witnessing Tammany methods and their results for more than four decades, are ready today to defend the system and plead that the principles for which it stands are in the highest degree beneficial to the community. Yet such men there are, and only the other day we read in one of Tammany's subsidised New York papers an article by a clergyman—who had decency enough not to sign his name—eulogising Tammany Hall in terms permissible if applied to some philanthropic or benevolent society, but saturated with the worst form of cant when used in connection with a system which, in a great measure, has poisoned politics throughout a Continent.

There have been corrupt administrations ever since man first recognised the necessity of establishing collective control over a community, and in gradually diminishing degrees there will be corrupt administrations until the bright dawn of the Millennium, but history affords us few instances of the worst elements gaining such unchallenged mastery over the best and maintaining that mastery for so long as was achieved by Tammany Hall. But the world is continually in process of evolution, and although our ethical progress is tardy out of all proportion to our material advancement, the dictum still holds good. Indeed, one of the brightest portents that New York is emerging from her long and slavish subservience to a band of shameless plunderers may be seen in the very fact of Judge Gaynor's nomination. In the bad old days, Tammany's candidate might as well be an illiterate saloon-keeper or an ex-convict; it mattered not,—his election, if desired by Tammany, was a foregone conclusion. Decent citizens voted in the despairing knowledge that their opponents could at any moment nullify each decent vote by two cast for indecency. With the ballot-boxes at its disposal, Tammany need never fear defeat. But that condition of things could not last, and the end came in due course. Tammany, however, resembles the Turkish Empire in that it has never really been beaten. Its comparative impotence of late must be attributed to bad leadership. The "bosses" would not move with the times, they were too ignorant to realise the necessity of fighting for power with the same weapons used by their opponents. But the realisation has come at last, and an unquestionably honest figurehead had been planted at the prow of Tammany's pirate craft. When once that ship has managed to enter harbour, and disgorged its crew of cut-throats to pillage the deluded city, the sturdy figurehead will be chopped off and replaced by the skull and crossbones of brigandage,—always supposing that the rotten planks to which it was fixed have not transmitted their corruption to the sturdy oak. Unfortunately for the citizens of New York, they are momentarily placed between the devil and the deep sea, but we shall deal with other phases of the situation in a later article.



DRESDEN CHINA
Own workmanship :: Lowest prices ::
Retail :: Export :: Wholesale ::
A. E. STEPHAN, 4, Reichs Strasse
succ. to Helena Wolfohn Nachf., Leopold Elb.

Extensive choice of
hand made
Saxon Damask
Table-
Bed-
Ladies' and Gentlemen's
LINEN
Joseph Meyer
(au petit Bazar)
Neumarkt 13, opposite the Frauenkirche.

Established 1864. **Fur Warehouse** Established 1864.
Paul Koehler, Landhaus Str. 6
For many years fitter at the International Fur Store, London.
Not being in a main street, my prices are * Prices are marked in plain figures on the most moderate goods.

AMERICA AND JAPAN. STRAINED SITUATION.

(FROM OUR NEW YORK CORRESPONDENT.)

According to reports from Washington, a graver consideration than the personality of Charles R. Crane as Minister to China has entered into the relations of the United States with China and Japan. It is stated that Mr. Crane was now only an incident. The real question is whether President Taft will instruct Secretary Knox "to make good" in the department's intention to hold up the piratical career of Japan in Manchuria. Among the dozen or more rumours last week was one that the United States could not now afford to send Mr. Crane to China and run the risk of having him declared objectionable. This rumour could not be verified at the Department nor from Mr. Crane. On the contrary, Mr. Crane still asserted, after a talk with Secretary Knox, that he was to sail on the steamship Corea on the 20th. It has become known to Japan that the United States intended to protest against Japan's new treaties with China, which are in violation of the open door. There are the best reasons for stating that the Department holds this protest ought to go on to Peking, either through Mr. Crane or his possible successor as Minister to China. The result of such protest will be either that Japan will recede or precipitate a very acute situation. There does not appear to be any middle ground, and the United States cannot afford to be put before the nations as "bluffing"; it must go on with the protest.

The charge against Japan is more specific than the mere indefinite phrase, "You have violated the principle of the open door." A high diplomat called the attention of the press to the fact that what Japan has done in China is a flagrant violation of the articles agreed on in writing between Secretary Root and Ambassador Takahira. These were approved by Secretary Taft when he was at Hot Springs, before he assumed the office of President. It is not the intention of the United States, however, to make a direct protest to Japan. China is to be utilised because it is the territory of China to which the open door applies, and China was the first Power to agree with the United States that her territory should not be colonised by a foreign nation. When China agreed to respect the principle of the open door she bound herself necessarily not to enter any treaties (as she has done in the case of Japan) which would violate the open door. The State Department must find some way out of the unprecedented situation. Japan occupies for the present ground of vantage, because she has merely to sit still and wait for the protest through whatever channel it may come.

The United States would be clearly within its rights even if it protested direct to Japan against the Manchurian treaties, and Japan knows that the United States, as the leader in the fight to sustain the open

door, will not accept an evasive answer when the issue is made. Altogether the diplomats do not like the look of things. The plight of Mr. Crane appears to be this: He was summoned by Secretary Knox to Washington to discuss the new and dangerous state of affairs between China, the United States and Japan, and "for further instructions." Immediately reporters, East and West, began guessing as to the cause, and raked up all possible things that could be said against Mr. Crane as a diplomat, stating that they were the cause of Mr. Crane coming back. That put Mr. Crane in bad odour with China and Japan, and opened the door for his rejection if they saw fit. Mr. Crane is now, naturally, explaining to Secretary Knox what he said and what he didn't say. He has already repudiated the interview attributed to him in a Chicago newspaper.

NEWS OF THE WORLD.

The Tsar of Russia arrived at Racconigi on Saturday afternoon and was met by the King and Queen of Italy, who greeted their distinguished guest with great cordiality. From the station the Royal procession, escorted by a veritable army, drove straight to the castle, where a banquet was given in the evening. On Sunday morning the Tsar and his host went shooting, and in the evening a state banquet took place in the great hall of the castle. Fifty-nine covers were laid. The Tsar and the King sat next to each other; on the right of the Tsar was the Queen, and to the left of the King sat Princess Laetitia. Other guests were the Duke of Genoa, the Russian Ambassador in Rome, Ministers of State, members of the Imperial and Royal suites, and the mayors of Rome, Turin, and Racconigi. Music was provided by an orchestra under the baton of Signor Pietro Mascagni.

Proposing the health of the Tsar, the King of Italy greeted him as the guest of Italy, whose visit was regarded as strengthening the sincere friendship and unanimity of aims which united both Houses, Governments, and countries. The feeling of common sympathy had been newly revived by Russia's attitude during the great earthquake disaster. "Russia and Italy," said the King, "have learned to know and esteem one another, and our Governments have expressed that friendship and esteem by their activities for the maintenance of peace. I have complete faith in my ability to work with Your Majesty for the conferment of this visit and express a regret at the absence of the Tsarina, to whom I wish a speedy recovery. I drink to the health of Your Majesty, Your Imperial House, and the great and striving Russian Empire."

The Tsar replied as follows: "By this visit to Italy I am fulfilling a long-cherished desire. My only regret is that the Tsarina was unable to accompany me. My sympathetic reception in Italy corresponds to the sincere friendship and unity of interests between our Houses, our Governments, and our countries. Russia's participation in alleviating the catastrophe which befell Italy last year and the response which my reception will find in Russia are results of the growing sympathy between our countries. I am firmly convinced that our Governments will work together for the maintenance of this sympathy, and that our mutual co-operation will not only draw Italy and Russia nearer together, but will also have a beneficial effect on Universal peace." The Tsar then drank to the Health of the King, the Italian Royal House, and Italy.

At the conclusion of the banquet the two monarchs held a levée, and later visited the concert hall where a musical performance took place.

ROME, Monday.—In several towns of Italy the Socialists and Anarchists held meetings on Saturday and Sunday protesting against the visit of the Tsar. None of the meetings, however, was largely attended, and no serious disturbances took place. The attempt to bring about a general strike at Ancona, Sienna, and Ravenna failed completely owing to the attitude of the people, who plainly demonstrated their determination to tolerate no outbreaks against the peace.

A glance at the map of Europe will show the immense detour made by the Tsar on his journey from the Crimea to Italy. From Livadia he crossed the Black Sea to Odessa, then proceeded to Kieff, Warsaw, Leipzig, Frankfort, Besançon, Turin, and Racconigi. This route is at least two thousand miles longer than the direct route—via Roumania, Buda Pest, Vienna, and

(Continued on page 2.)

BERLIN

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, Kalkreuth Strasse 11, W. (Tel. VI, 18,235). 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.

The dinner arranged in celebration of the birthday of His Majesty King Edward will be held at the Adlon Hotel (Unter den Linden entrance), and not at the "Rheingold," as previously notified. The arrangement at the "Rheingold" fell through as the rooms could not be obtained at the hour required.

The dining-rooms are on the first floor, where small tables will be laid sufficient to seat over 300 guests. After the dinner there will be dancing in the large suite of rooms on the ground floor. A small orchestra of five musicians has been engaged. Evening dress will not be obligatory, as it is desired to exclude no class of the British community.

All British subjects are reminded that they should purchase their tickets (price 3 marks) at latest by October 30 from the Honorary Secretary, Mr. L. Hamilton, Joachim Friedrich Strasse 40, Halensee, or from Miss Lake, Directress of the British and American Governesses' Home, Potsdamer Strasse 28.

All new-comers to Berlin who are British subjects and desirous of identifying themselves with the British Colony should register their names without delay with the Hon. Secretary of the British Colony Committee (Mr. J. A. Ford, Hohenzollerndamm 15) and forward their subscription of 5 marks.

David Bispham, the celebrated American singer, who has lately been varying his singing with melodramatic recitations, has paid a notable compliment to Edgar Stillman Kelley, whose orchestral setting to Shakespeare's *Macbeth* is about to be produced in Germany. Mr. Bispham, whose programme of recitations with musical accompaniment already includes *Midsummer Night's Dream* and *Antigone* with the Mendelssohn music, is about to include Professor Stillman Kelley's *Macbeth* in his repertoire, with orchestral setting as prepared for the concert platform.

Mr. Bispham has lately been made President of the American Music Society, and is keenly eager to promote the advancement of American art.

Members of the English Community are reminded that the annual Harvest Festival will take place at St. George's Church next Sunday, October 31. Contributions toward the decoration of the Church will be thankfully received by the Chaplain or Churchwardens, and gifts of flowers, fruit and plants will, it is hoped, be sent to the Church not later than 11 o'clock next Saturday morning.

The Great Altar from Pergamon, in some respects the most wonderful monument that has come down from antiquity, is the unique treasure of Berlin's collection of classical sculpture. Dr. C. L. Babcock's class will study this great work at three o'clock on the afternoons of October 29, November 5 and November 12.

Mr. and Mrs. Melzar M. Chaffee, of New York, have come to Berlin for the winter and have taken Mr. Sidney Biden's apartment on Spichern Strasse. Mr. Chaffee is taking up work with Professor Eberhardt, the violinist.

Mr. Chaffee is accompanied to Berlin by his younger brother, who, after studying art in Italy and Paris hopes to continue his work in Berlin.

The American Boys' Club celebrated on Saturday last the tenth anniversary of its founding ten years ago, when Mr. Roy McElwee was its first president. The Club is in a flourishing condition, now having about fourteen members, and soon hopes to have its own gymnasium, in order to let the youngsters enjoy a real good game of basketball on Saturday afternoon. Plans are also on foot for securing a room for the permanent use of the Club, where the boys can meet any day of the week and have the use of a library as well. Contributions of furniture for such a purpose would be gratefully accepted.

The Girls' Friendly Society in Berlin, having outgrown its present quarters, has taken a small apartment in the same neighbourhood as the Genthiner Strasse. The Members and Associates of the Society urgently ask all kind friends to make search in their "Bodens" for any disused pieces of furniture, carpet, or other odds and ends of any kind which they can spare, to help add to the comfort, attractiveness of this Club-room for English-speaking girls in Berlin. The apartment includes, besides the large Club-room, a room for the Assistant-Secretary and a spare room which it is proposed to let to a suitable tenant as a help towards paying the rent.

A Special Committee Meeting of the Girls' Friendly Society was held on Wednesday morning, in the society's Club Room at Genthiner Strasse 13. Twenty-two ladies and gentlemen were elected at this meeting as Working and Honorary Associates and as "Friendly Helpers." The Berlin branch now consists of 99 persons, including members, probationers and candidates. Branch Secretary and Assistant Secretary were also elected.

Canadian lady desires to let room, large or small, furnished or unfurnished, in attractive, sunny Gartenhaus flat; Bayrischer Platz district; telephone; hot and cold water; use bathroom and kitchen; terms moderate. No practising musician need apply. Address: C. H., c/o *Daily Record* Berlin representative, Kalkreuth Strasse 11, W. 62.

American Lady
Graduate of Marburg University Seminary
desires private pupils in French and German.
Pension Schade, Kalkreuth Strasse 11.


The Interpretation of Art A series of Lectures in English
Next Lecture: The Pergamon Altar. New Museum.
Friday, 3 o'clock.
For particulars address: **Dr. C. L. Babcock,**
Telephone, Amt VI 15346. Speyerer Strasse 26.

At the next Saturday reception of Herr and Frau Kirsinger, at Kurfürstendamm 242, an English violinist, Miss Hubbard, will make her appearance. Miss Jennie Arndt, the London-New Zealand reciter, will be heard in selections from Dickens' *David Copperfield*; Frl. Saats, a niece of Anton Hekking, the cellist, will sing; and Frl. van Velthuisen, a pupil of Mr. Vernon Spencer, will give piano renderings. Herr and Frau Kirsinger will, according to their usual custom, receive on every Saturday throughout October and November.

The new constitution of the American Church, embodying the suggestions agreed upon last Spring by the Church meeting, is now laid out in the corridor of the Church for general perusal. Its adoption is one of the items for consideration at the annual Church Meeting, the third or fourth week in next January.

Recent Anglo-American arrivals at the Hotel Adlon include:—A. F. Macdonald, of New York; A. E. Worswick, of Mexico City; S. Alexander; M. Guggenheim and D. Crystal, of New York; H. J. Keser, of Philadelphia; M. H. Millsaugh, of Ohio; H. Morris, of Chicago; Mr. E. L. Nelson, of New York City; Mr. A. Sondime, of Paris; Mr. and Mrs. J. C. Schwab, of New York City; Capt. W. H. Bennett-Dampier, of London; Ella Levy, of Newark, New Jersey; M. Frankenburg, of Milwaukee.

Mrs. C. A. Wright, of Washington, D.C., and her son, Mr. Clare A. Wright, have arrived in Berlin and are staying at Frau Professor Naumann's, Kalkreuth Strasse 5.

CHURCH SERVICES: BERLIN.

ST. GEORGE'S CHURCH, Monbijou Garden
Second Entrance: Oranienburger Strasse 76B.
Sundays: 9 a.m. Celebration of Holy Communion.
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.
The Chaplain: Rev. J. H. Fry, M.A., Savigny Platz 3, Charlottenburg.

THE AMERICAN CHURCH, Motz Strasse 6
Nollendorf Platz.
Sundays: 10.15 a.m. Sunday School.
11.30 a.m. Regular Service.
4.30 p.m. Reception and Song Service.
Wednesdays: 4.00 p.m. Mid-week Service.
Daily: 2.00 p.m. Office hour for Church Matron.
3.30 p.m. Office hour for the Pastor.
10.00 a.m. to 6.00 p.m., the Library and Reading Room open.
For these daily hours call at Motz Strasse 6.
Dr. LEMUEL HERBERT MURLIN, Minister in charge,
39, II Bayreuther Strasse, Wittenberg Platz.

AMERICAN
ASSOCIATION OF COMMERCE AND TRADE IN BERLIN
Berlin W. 8, Friedrich Strasse 59/60.
MOST COMPLETE COMMERCIAL READING ROOM in Germany
Americans welcome.
Geo. S. Atwood, Secretary.

NEWS OF THE WORLD. (Continued.)

Trieste—would have been, but by taking the longer way the Imperial Russian visitor avoided Austria-Hungary (with which Russia quarrelled over the Balkan Question), Bavaria (which has just refused to vote a Russian extradition treaty), and Switzerland (the home of thousands of Russian exiles). After this it is impossible to deny that international politics are a serious business.

The Tsar of Russia left Raconigi at 3 o'clock yesterday afternoon, after taking an affectionate farewell of his royal host and hostess. In the morning the two monarchs had inspected some of the local sights, and were everywhere greeted with remarkable enthusiasm.

PARIS, Monday.—The Raconigi representative of the *Echo de Paris* reports that during the conversation between Tsar and King the Cretan question was

discussed, and it is conjectured that Italy has been won over to the side of Greece's interests. The project of the Danube-Adriatic bank was also discussed, the realisation of this scheme depending solely on favourable political conditions.

LONDON, Monday.—Admiral Lord Charles Beresford has published some correspondence he has had with Mr. Asquith, the Prime Minister, in which the Admiral complains that, in spite of Mr. Asquith's assurances that the careers of two officers who were concerned in the recent investigation into the condition of the Navy would not be prejudiced by their evidence, the two officers in question have now been deprived of their command. Mr. Asquith has replied by submitting to Lord Charles Beresford a statement from the Admiralty to the effect that the action taken in relieving these two officers of their ships was only in accordance with the requirements of the service. Lord Beresford characterises this statement as inconsistent with the facts, and adduces several other examples to prove how deeply a system of bureaucratic intimidation has undermined the old and loyal traditions of the Admiralty.

NEW YORK, Monday.—A wireless telegram from Bluefields (Nicaragua) states that on Friday a severe battle took place near Bosa San Carlos, in which the Government's troops were defeated with a loss of 100 killed and 300 wounded. The rebel force had but few casualties and has since occupied Cap Gracias y Dios, after taking it by storm. The possession of this strategic point makes the insurgents masters of the entire Atlantic littoral of the Republic.

CHARLOTTE (North Carolina), Sunday.—Upon the advice of the American Textile Association seven large cotton mills in the vicinity of Spartanbury have ceased running. The Textile Association has advised this step—which involves all the cotton mills of North and South Carolina—for the purpose of limiting the output of cotton goods. The mills will remain idle from a fortnight to a month.

PARIS, Monday.—It is reported from Ceuta that Abdul es Salandis, a member of Mulai Hafid's foreign mission, who was returning from Melilla on a French gunboat, was swept overboard in a heavy storm and drowned. There were lost with him a sum of 20,000 douros, the Sultan's seals, and documents of the highest importance.

COPENHAGEN, Monday.—The Rector of the local University has received a telegram from Dr. Cook, in which the explorer expresses a hope that his private secretary will reach Copenhagen in about a month, bringing with him Dr. Cook's documents and scientific data. The instruments cannot arrive in Denmark before next year.

A correspondent at Viborg, Finland, has reason to believe that the Russian Government is waiting till it has 40,000 soldiers in Finland before declaring its full intentions. Although the annexation of the province of Viborg is, therefore, not yet announced, the servants of the Imperial Government make no disguise of the gravity of the situation. Travelling there from St. Petersburg, a Russian official stationed in the Duchy boasted to this correspondent that the annexation would be proclaimed in course of a few days. He expressed fear that it would be followed by armed opposition, acts of terrorism, and a general strike, but dwelt on the advantages of Russification, and said that in the end the mass of the Finns would "only squeak." Judging from conversations had with Finns at Viborg, the official fears are groundless. "What can we do against the military force of the Russian Empire?" they ask. Probably the only resistance will be of the passive kind, though that may go far. However that may be, suspense and apprehension are marked on every face one meets. The peasants in remote villages to which the rumour of the approaching annexation has spread are constantly telephoning to the newspaper offices to ask for the latest news. The complications which may ensue are indescribable. Few at Viborg speak Russian which will be the official language. The railway, many forests, and the tourist resort of Ematra belong to the Finnish Government, and foreign loans have been raised upon them—an important point. The scheme of the Government is certainly shortsighted, for the province of Viborg will be made wretched and thoroughly disaffected by this act of Russification, and will be a source of danger in time of war instead of a strength as expected.

GALATZ, Sunday.—A naval cutter came into collision yesterday with the Russian passenger steamer Russ, from Odessa, in the neighbourhood of Remy. The cutter sank immediately and the crew, consisting of an officer and twenty men, were all drowned.

LISBON, Monday.—The condition of the young King of Portugal has improved, and His Majesty was able to leave his bed yesterday.

MADRID, Monday.—The Spanish Premier issued yesterday a brochure representing the Government's answer to protests against the execution of Señor Ferrer. The pamphlet contains letters and other messages containing threats against the King and his Ministers.

On Saturday night a bomb exploded before a bank building at Saragossa but without doing any damage. One fragment of the bomb bore the inscription "For Ferrer."

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DRESDEN

Hugo Borack

English spoken. Purveyor to the Court. English spoken.

4, See Strasse 4,
corner of Zahns Gasse.

Combinations, Drawers, and Undershirts of Crêpe de sauté.
Woollen underwear.

Flannel shirts. Ladies' Jerseys. Knitted Waists.
English and German Knitted Goods.
Fast-colour black Hosiery for Ladies,
Gentlemen, and Children.
Shawls, Shetland veils, Wool and Silk, Skirts,
Caps, Felt Shoes and Slippers.

Novelties of the season.

Austrian gentleman, middle-aged, wishes acquaintance with English gentleman for

English-German conversation.

Address: "Doctor," Daily Record office.

Mathilde Dierks, now Reichenbach Strasse 31.
Vocal teacher. Pupils placed for leading parts in churches and first-class theatre engagements.

Frl. v. Spreckelsen German teacher. Hanoverian.
Schnorr Str. 47, II. on the right.

O. Beyer's Lending Library

Proprietor: **W. Buchholz.** Founded 1889.

Dresden-A., Lindenau Str. 28, corner of Werder Str.
New books received daily in English, French, and German.

Meissen. Schloss Albrechtsburg. KÖNIGL. BURG-KELLER. First-class Restaurant.

The guards in the city today are furnished by the 1. Grenadier regiment No. 100, whose bands plays about 12.30 p.m. in the Neustadt.

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.

DRESDNER GOLF CLUB.

The Sixth Weekly Competition for members of the club was carried through on Saturday last in most favourable weather. The contests were keen in both divisions, and the results were:—

A. Division, 9 holes, under handicap:

Mr. J. H. Hallam	44 — 5 = 39	equal
Rev. T. H. Wright	44 — 5 = 39	
Miss K. Virgin	55 — 15 = 40	
Mr. J. H. Hallam	46 — 5 = 41	
Frau Voelckerling	57 — 15 = 41	
Col. Rainsford	51 — 9 = 42	
Miss Greenwood	59 — 14 = 45	

B. Division:

Mr. Murphy	61 — 24 = 37
Herr von Forcade	63 — 25 = 38
Herr Voelckerling	61 — 20 = 41

Major and Frau von Schimpff, Baroness Bleichröder, Mr. Pollack, Miss Nichol, Miss Olney, Mr. F. Hurst, Herr Leo, and Herr Alex von Schimpff also competed. After the competitions, tea was partaken of in the Club House.

CHURCH SERVICES: DRESDEN.

ALL SAINTS' (ENGLISH) CHURCH,
Wiener Strasse.

Tuesday, October 26th. 10.0 a.m. Matins. 5.0 p.m. Choir Practice.
Wednesday, October 27th. 11.0 a.m. Matins and Litany.
Thursday, October 28th. *S. Simon and S. Jude, Ap. & Martyr.* 8.0 a.m. Holy Communion. 10.0 a.m. Matins.
Friday, October 29th. 11.0 a.m. Matins and Litany. 5.0 p.m. Choir Practice.
Saturday, October 30th. 10.0 a.m. Matins.
Chaplain: The Rev. C. A. MOORE, M.A., B. C. L.
Strehliener Strasse 21, II.

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

Friday, October 29th. Litany 10.0 a.m. Women's Auxillary 10.30 a.m. This is the only American Church in Dresden.—All are cordially invited.
The Rev. J. P. BUTTERWORTH, M.A., Rector.

CHURCH OF SCOTLAND (Presbyterian),
Bernhard Strasse 2,

at the corner of Bismarck and Winkelmann Strasse.
Divine Service Sunday morning at 11, and evening at 6 o'clock
Communion service is held every third Sunday in October, January, March and June.
The Rev. T. H. WRIGHT, Resident Minister.

WEATHER FORECAST FOR TODAY

of the Royal Saxon Meteorological Institute.

Moderate westerly winds, cloudy, cool, occasional slight showers, snow in the high parts of Saxony.

A large number of spectators had gathered at Weissig on Sunday morning to witness the ascent of three balloons, two of which had been previously christened. In the special car attached to the 9.23 a.m. train from the Hauptbahnhof were many members of the Anglo-American colony, among whom we noticed Mr. and Mrs. Geo. de Crano and Mr. and Mrs. St. John Gaffney, other passengers being Count Julius von Linden, Baron von Plotho, and Mrs. Kuntzelmann. When all was ready for the ascent the first balloon, the Luna, was christened by Burgomaster Beutler who, in a brief speech, paid tribute to the progress in aeronautics achieved by Saxony and expressed a wish that success would attend all the aerial journeyings of the new balloon. Towards 11.30 o'clock the Luna got away, under the pilotage of Herr Richter, and soon disappeared in the clouds. A fairly strong breeze had been blowing, but this increased in intensity at the moment of the second balloon's (Heyden I.) departure. In the car were Hauptmann von Funke, Consul-General Gaffney, and Herr Strunck. The christening of this balloon was performed by Herr Heyden, director of the local gas-works, who has done so much to foster and encourage the sport in this part of the country. Just before midday the ropes were let go, and Heyden I. soared swiftly up and sailed off in a north-easterly direction. A telegram received the same evening from Mr. Gaffney stated that they descended smoothly at Binino, province of Posen, at 5.30 p.m. on Sunday.

The ascent of the third balloon, Dresden, very nearly proved a catastrophe. The wind by this time, about 12.45, had risen to a gale, and the great gas-bag swayed and tugged at its moorings in a startling manner. The moment it rose it became obvious to everybody that too much ballast was on board, and in an instant it was seen that the car could not clear the trees surrounding the starting place. Luckily the balloon itself just missed the tree-tops by a few feet, but the car crashed violently into them and, for an instant, a serious accident appeared inevitable. But just then came a more violent gust: the balloon bent before it, and at the same instant the car tore free, without—as far as we could see—sustaining any damage. The next moment it was over the trees and out into open country, but still flying very low. More ballast was then apparently thrown out, for although many people rushed through the wood expecting to find the balloon dragging along the ground, it was still aloft, and soon disappeared. As far as we were able to judge, there was some carelessness at the bottom of this incident. Before the balloon got away there was every evidence of overloading, and the tail rope was let go when the car was only seven or eight feet above the earth. It did not take the eye of an expert to forecast collision with the trees, the results of which might have been deplorable. However, all's well that ends well, and the numerous spectators dispersed after a highly interesting and instructive forenoon.

We may add that the complete absence of any restaurant facilities on the ground—except for members of the ballooning society—largely detracts from the comfort and enjoyment of the public.

Interviewed by a *Daily Record* representative yesterday, Mr. Gaffney gave the following interesting account of his trip:

"The two balloons, Luna and Heyden I., that started on Sunday morning after the christening ceremony at the Weissig hydrogen inflating station, had an exceptionally successful trip. For a time they took almost the same course, and occasionally travelled at a speed of 60 kilometres an hour, or one kilometre a minute. The average speed during the entire flight

of the Heyden I. was 55.8 kilometres. The Beaufort scale registered the velocity of the wind carrying us on as a "stormy breeze," but we in the car experienced no sensation of buffeting whatever, and flew with absolute smoothness. The only indication of the high rate at which we were speeding through the air was the sight of the earth sliding rhythmically away beneath us and the rustling of the trees as they bent before the blast. A very exciting incident took place when our balloon—which, as you know, ascended twenty minutes after the Luna—caught up with our predecessor and passed it at full speed when over Guben. Our little crew raised a hearty cheer as we sped past the Luna, which we soon afterwards lost sight off.

"Darkness compelled us to land near the railway station of Binino, near Posen; otherwise, with the favourable wind and the amount of ballast at our disposal, Hauptmann von Funke assured us that we could have easily continued on to Russia. But as daybreak would have seen us—at the speed we were going—far beyond St. Petersburg, where inadequate railway facilities would render the return a matter of difficulty, our pilot decided to descend, which we did after one or two rather discomposing rebounds. The advantages of travelling by balloon, given favourable wind conditions, are demonstrated by the fact that it took us only five and a half hours to reach Binino, while the return journey by fastest train occupied twelve hours. I would like to say that Hauptmann von Funke handled the balloon throughout the trip like an accomplished expert, and thoroughly justified his reputation as a finished aeronaut."

We were informed last evening that the Luna landed safely near Danzig yesterday at 12.30 a.m., while the Dresden—whose ascent we describe above, passed Johannesburg, on the Russian frontier, at 4 o'clock yesterday morning. Where it eventually landed was not known when we went to press.

A Berlin telegram reports that the balloon Berlin, which ascended on Sunday morning at 11 o'clock with three persons in the car, crossed the Baltic and safely descended near Loctorp, on Oeland, at 8 p.m.

Mr. and Mrs. Dudley Goodfellow, of Chicago, who are making an extensive automobile trip through Europe, reached Dresden yesterday from Munich and stayed here over-night, leaving early this morning for Berlin, Danzig, and probably St. Petersburg. Asked if he did not fear inclement weather in the north at this season of the year, Mr. Goodfellow—who, together with his charming wife, handles the car to the exclusion of a chauffeur—replied that so far they had enjoyed the best of luck as regards weather, but they were taking due precautions. "Motoring," he informed us, "is really not such a freezing pastime as many seem to imagine. I sit for hours at the wheel going hard against a chilly breeze, but somehow I don't notice it. My wife, too, has previously motored through Poland in the late autumn, and never complained of cold. I fancy there is something in the swift rush through the air which keeps the body warm. But of course we are plentifully supplied with furs against all emergencies."

The automobile, which is a handsome Panhard of considerable horse-power, showed signs of the long journey which Mr. and Mrs. Goodfellow have made. A deep scar at the right-hand side of the tonneau is the relic of a smash which happened in the Tyrol as the result of a peasant's carelessness. "No," said Mr. Goodfellow, "the cart, not the peasant, left that mark on the tonneau. It was one of the closest calls I have ever had."

CURRENT ENTERTAINMENTS IN DRESDEN.

Royal Opera House.

Tonight, beginning at 7.30, ending after 10

Der Evangelist.

Musical play in two parts (three scenes).
Words and music by Wilhelm Kienzl.

Cast:

Friedrich Engel, warden of the convent	Herr Puttlitz.
St. Othmar	Frau v. d. Osten.
Martha, his niece and ward	Frau v. Chavanne.
Magdalena, her friend	
Johannes Freudhofer, schoolmaster at St. Othmar	Herr Scheidemann.
Mathias Freudhofer, his younger brother, clerk	Herr Burrian.
Xaver Zitterbart, tailor	Herr Erl.
Anton Schnappaul, gunsmith	Herr Nebuschka.

Aibler, an old citizen	Herr Trede.
His wife	Frau Lehmann.
Frau Huber	Frau Wenzel.
Hans, a young peasant	Herr Rüdiger.
A night-watchman	Herr Büssel.
A rag picker	Frau Schlegel.
A young girl	Frau Sachse.
An old organ-grinder	Herr Seiter.

PLOT: Martha, niece of Engel, warden of a Benedictine monastery in Austria, is in love with Mathias, a clerk. John, his brother, is jealous and tells Engel, who discharges Mathias. The latter, aided by her friend Magdalena, persuades Martha to meet him late at night in a barn. John overhears the assignation and sets fire to the barn. Martha escapes, but Mathias is found there, and on the charge of having fired the barn out of revenge, is sent to prison for 20 years. Magdalena, 30 years afterwards in Vienna, is nursing John who is very ill. Nothing has ever been heard again of Mathias. Martha had drowned herself. An Evangelist, or Gospel reader, appears and reads the bible to the children. Magdalena recognizes him as Mathias. John hears his voice, summons him and confesses his guilt. Mathias forgives him and John dies.

Composer: Wilhelm Kienzl, born 1857.

October 24 to 31	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Royal Opera House	Götterdämmerung. 4 p.m.	Hoffmanns Erzählungen. 7.30 p.m.	Der Evangelistmann. 7.30 p.m.	Der fliegende Holländer. 7.30 p.m.	Electra. 7.30 p.m.	Die Meistersinger von Nürnberg. 6 p.m.	Fidelio. 7.30 p.m.	Amelia. 7.30 p.m.
Royal Theatre Neustadt	Robert und Bertram. 7.30 p.m.	Der Graf von Gleichen. 7.30 p.m.	Des Pfarrers Tochter von Streladorf. 7.30 p.m.	Donna Diana. 7.30 p.m.	Iphigenie auf Tauris. 7.30 p.m.	Revolutionshochzeit. 7.30 p.m.	The Ideal Husband. 7.30 p.m.	Götz von Berlichingen. 6.30 p.m.
Central-Theatre	2 Variety performances. 3.30 & 8 p.m.	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.	Variety performance. 8 p.m.	2 Variety performances. 3.30 & 8 p.m.
Residenz-Theatre	Die lustige Witwe. 3.30. Der Generalkonzert. 7.30.	Das Tal des Lebens. 7.30 p.m.	Bub od. Mädel. 7.30 p.m.	Heiden. 7.30 p.m.	Der Generalkonzert. 7.30 p.m.	Frauenherz. 7.30 p.m.	Frauenherz. 7.30 p.m.	—

MORE AVIATION. SENSATIONS OF THE FLYING MAN.

(FROM OUR PARIS CORRESPONDENT.)

Those who have climbed the vertiginous Alpine peaks, and have gazed, with respectful awe, over the winy edge of a precipice 1,000 feet or more in depth, will be able to appreciate the cool head and steady nerves of the man who has just circled round the Eifel Tower, in an aeroplane, at a height of 1,200 feet. The Count de Lambert is now the hero in aviation circles and the Wright machine has taken a huge leap forward in popularity. All aviators in their early efforts have an occasional struggle with vertigo, when they recollect that a flimsy structure of wood and canvas is all that prevents a fall from a dizzy height, but no aviator has yet risen to such an extraordinary altitude as M. de Lambert. If you were to sit on the verge of the Alpine abyss above-mentioned, with your feet dangling in the dizzy gulf, you would get an excellent idea of the Count's sensations, because, in the Wright apparatus, the aviator sits at the extreme forward edge of the lower plane, with his feet stretched across empty space to a bar in front of him. He need hardly crane his neck to look perpendicularly downwards at the receding landscape. "The feeling," said M. de Lambert, "except for the buzzing of the motor, is one of absolute peace." The noise of the motor is so loud that after a time it becomes distressing, and most aviators, when doing long flights, wear caps which can be pulled down over the ears.

I had the good fortune to witness the Count de Lambert start on his memorable journey and return to the flying-ground at Juvisy. With the exception of one or two friends on the ground, and an official time-keeper who had stationed himself, in expectation, on one of the platforms of the Eiffel Tower—fifteen miles away—not one in the vast concourse of spectators knew that he was going to attempt such an extraordinary feat. The wind had dropped, the sun shone congenially, and the sky, except for a tinge of haze, was almost cloudless. De Lambert rose immediately to a height of fifty feet and, mounting steadily, made a tour or two of the ground. At an altitude of 300 feet, reached with surprising celerity, he suddenly turned aside from the course, crossed a line of poplars, passed above the railway and a small hill crowded with distant "deadheads," who cheered him rapturously and, flying at great speed, dwindled and dwindled until he became but a small black spot, which eventually disappeared. Aviators do occasionally seek in the surrounding country a change from the monotony of the aerodrome course, and everybody expected to see him shortly re-appear.

Where's the Count?

Minute after minute passed and, as if to heighten the tension, one or two small accidents occurred in the arena. The spectators, no less than the officials, began to get extremely anxious in regard to the safety of the Count. Keen-eyed scouts were sent up the watch-tower, like Sister Annes, to scan the countryside with powerful glasses. Motor-cars set out to scour the roads in the direction the daring flyer had taken. After thirty minutes had elapsed, and suspense was at its keenest, telephone messages began to arrive. "The Count had passed the fortifications!" "He was flying above the outer boulevards!" "He had circled the Eiffel Tower at a great height and was speeding south again!" The messages were received with a shock of incredulity, but they seemed to show that the Count was at least safe, and was doing some extraordinary things. Just as the performances had ceased for the day he again appeared, like a great white butterfly above the poplar trees, with the glory of sunset behind him and the golden rays glinting brilliantly in the brasswork of his motor. He flew with absolute steadiness, without a trace of oscillation, as easily and lightly as a swallow. Gradually, very gradually, he descended, still in the same effortless fashion, until he was about forty feet above the course, around which he made one tour in order to acknowledge the acclamations of the crowd, who were cheering him madly. It was a beautiful sight, and he alighted almost on the precise spot from which he had started fifty minutes previously. He had performed a flight of thirty miles, over variegated country, and over the massed array of roofs and chimneys of Paris, at a height truly extraordinary. Incidentally he broke one or two police regulations, and also carried a larger quantity of petrol into and out of the city than the customs authorities allow to unlicensed vehicles, but most of the preventive officers were out on the fortification walls, staring upwards with open mouth and starting eyes, and it was necessary for the newspapers to remind them of the significance of the incident.

Strange to say, one of the first persons to greet the Count, on his descent, was Mr. Orville Wright, who had arrived at the flying-grounds whilst De Lambert was making his record-breaking journey. Needless to say that Mr. Wright is more than gratified at the magnificent advertisement which has been given to the famous machine. M. Blériot is temporarily eclipsed, and the sales of the "Traversée de la Manche" type will now probably be rivalled by those of the "Circuit de la Tour Eiffel" style. It only re-

mains now for M. Latham or some other prominent aviator to fly the 260 miles between Paris and London, (shortest sea-route), in order to make the aeroplane market boom with orders.

The learning Stage.

Evidently the Count de Lambert must now be included in the very small group of men who are absolute masters of the aerial way. (I may mention here, for lovers of biographical details, that the Count is a Russian, about forty-five years of age, and that he was Mr. Wilbur Wright's first pupil. He alludes reverently to the great Wilbur as "The Master!") When we read of accidents and disasters to aeroplanes, we uninitiated ones are apt to blame the mechanism, but experts assure me that the man on board is far more frequently at fault. Aeroplane driving is infinitely more difficult to manage than any other form of mechanical propulsion. The aviator must have an exquisite sense of equilibrium, the quickest possible appreciation of variations in wind at different heights and angles, and very nice judgment in turning corners. He must be able to estimate the pressure on his planes under all sorts of conditions, and the changes in wind-directions caused by the proximity of hills, woods and buildings.

He has to contend with the breeze caused by his own progress and to guard against awkward movements and stiff limbs. All the time he has to control the most delicate arrangements for upward and downward, and sideways movements. The machine, having no "grip" on anything substantial, answers to the slightest touch of the levers,—answers so generously, in fact, that it is difficult to rectify the smallest false movement. The aviator is working continually except in the most favourable circumstances, and long flights at present are very exhausting. We all recollect, in our first cycling lessons, the difficulty we had in avoiding obstacles. Our front-wheels seemed to be fatally attracted by anything—a cart, or stone, or lamppost—which happened to appear before us. The same difficulty, much intensified, is experienced by aviators. Some lose their nerve as soon as they leave the ground, heave up their tails disgustedly and come down nose first; some hang to the right, others to the left, and others fly with a see-saw motion which would be comic were it not so dangerous. The Wright machine is extremely susceptible to every movement of the driver but, once mastered, the aviator has a marvellous instrument at his command. The "Wright" rises, falls and manoeuvres with such rapidity that it gives the spectator an impression of instability which is not noticeable in the slower evolutions of the more unwieldy biplanes, such as the Voison.

An instance of the responsibility which rests on the pilot occurred the other day at Juvisy. A beginner appeared with a Blériot monoplane and started off at tremendous speed, rising to a height of about fifteen feet. At the first corner, instead of turning to the left, he pulled the wrong lever and his machine whirled round rapidly and sped towards the crowded tribunes. He crashed into the barriers at the point where the throng was densest, leapt the fence and turned a somersault on to the people. Everybody tried to get out of his way at the same time; they all collided and hurtled together, and there was a scene of wild commotion and disorder before the racing propellers could be stopped. The machine was completely smashed, and five or six persons sustained slight injuries. The aviator escaped without a scratch, although his face, as he surveyed the damage which his mishap had caused, was a picture of fearful contrition and despair. G. A. A.

LATEST AMERICAN MAIL NEWS.

TO THE UNITED STATES.

October 31.—*Campania*, from Liverpool, mails due in New York November 6. Mark letters "Via Colon—Queenstown per Cunard Line," and post not later than 1 o'clock p.m. on Thursday, October 29.

October 28.—*New York*, from Southampton, mails due in New York November 6. Mark letters "Via England," and with name of steamer, and post not later than 1 o'clock p.m. on Thursday, October 28.

TO CANADA.

For the information of Canadian readers it may be mentioned that a fast mail steamer of the Canadian Pacific Railroad Company leaves Liverpool for Quebec and Montreal direct every Saturday. Letters intended for Canada by this direct route should be posted in Berlin and Dresden not later than 1 o'clock p.m. on Thursdays, and be marked: "Via Liverpool by Empress steamer." At the same time it should be remembered that Canadian letters can also be sent by one of the New York steamers, and that if mailed by steamers direct from German harbours they obtain the benefit of the 10-pennig rate for 20 grammes.

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.

Tomorrow (Wednesday), by the S.S. Kaiser Wilhelm der Grosse, left New York October 19.
On Friday, October 29, by the S.S. Majestic, left New York October 20.
On Saturday, October 30, by the S.S. La Lorraine, left New York October 21.
On Sunday, October 31, by the S.S. Deutschland, left New York October 23.

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