

# The Daily Record

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

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

and THE DRESDEN DAILY.

THE FIRST DAILY PAPER IN ENGLISH PUBLISHED IN GERMANY.

No 1,183.

DRESDEN, WEDNESDAY, DECEMBER 29, 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.

**ORIENTAL HOUSE**  
Prop.: Leon Sevilla

Prager Strasse 37,  
under  
Europäischer Hof

An extensive quantity of fine hand-embroidered goods, just imported, delightful designs and combination of colours, including Table Cloths, Cushion Covers, Centres, Opera Bags, Egyptian Veils, Belts, etc. The finest opportunity for Christmas Present seekers.

**"Germania" Salon**  
DRESDEN-A., PRAGER STRASSE 28



**Masked Ball and  
Theatrical Costume Factory**  
Scene Painting :: Stage Construction  
Elegant,  
tasteful costumes of every style  
Uniforms of all periods  
Sale Orders to Measure Hire  
Speciality: Tyrolese National Costumes  
Telephone: No. 10936

High Class  
**FURS** Prices  
Reduced

**Retail and Wholesale.**

We cater to the wants of intelligent fur buyers; our enormous facilities give the best the market affords.

**H.G.B. Peters, furrier, 52 Prager Str.**  
near the main R.R. Station.

**Pfund's** unskimmed milk. 1st quality  
only; Pasteurised and purified, therefore  
free from germs of any kind. Delivered  
free. Depots in all parts of the city.  
**Pfund's Dairy, Dresden,**

**Mixed Drinks:** Port - Sherry Cocker -  
Cocktail, etc. Whisky & Soda,  
Cognac, as well as Port, Sherry etc.  
In glasses! Champagne!  
Cor.-house: Waisenhaus Str. 14.  
Entrance on Prager Strasse.

**Dresden China Store**  
Richard Wehsener, Zinzendorf Str. 16.

Please note carefully the No. "16."  
**DRESDEN CHINA**  
15% Reduction Xmas.  
all prices till  
**E. STEPHAN, 4, Reichs-Strasse**  
Trade Mark. Succ. to Helena Wolffsohn Nachf., Leopold Elb.

## PRIMITIVE AMERICA.

### A PASSING IMPRESSION.

Though presently we shall doubtless be jostling one another to read this or that aerial argonaut's experiences, the fastidious of reading about a trip round the world in a motor car has not quite gone by yet. It is not so long, indeed, since one was reading the account of the Pekin to Paris journey, and now comes the book of the Italian journalist, Antonio Scarfoglio, called simply "Round the World in a Motor Car." Inasmuch as it contains an account of the crossing of the American continent, it has just that much more appeal to readers on that side of the Atlantic than the earlier volume had. So short is the public's memory that people have already begun to forget that race across the hemispheres which, in its time, obscured all other subjects in those newspapers, at least, in this and that metropolis, which had taken active share in the enterprise. Like North Pole discoveries, and most other such competitions which are inevitably associated with personal advertisement, that motor car race across the continents was by no means without its dissensions and dissatisfaction. Meanwhile there is no doubt that Signor Scarfoglio has made a most interesting book. He has not gone into any of the quarrellings or bickerings overmuch; he has contented himself with a graphic record of the journey. That record, shot through with the spirit of his Italianism, and his exuberant boyishness of the Latin, is full of things to interest both readers who motor and those who do not.

At times the staccato manner of the narrator must move the plain American reader to smiles; but at the same time there is no denying that there is a certain charm about these naïve touches of enthusiasm. It is true that at times essential and prosaic details are lost sight of while the author indulges in this or that fine frenzy or impressionism and shows us the state of his soul while we are more concerned about more tangible things. Still, you are not to suppose that he cannot hit true to facts when he wants to. Take, for instance, the matter of American roads. It is that detail, indeed, that gives this book much of its value. Americans are told just how their highways strike a foreigner, and it is by no means a pleasant tale. Note this, proving the keenness of the author at seizing the essential gist of the matter:

"In America the high road is hardly known because the need for it does not exist. It is a country without a history and without a past. Without effort and still quite new, it has come into contact with nations which for ages and ages have traveled laboriously behind the sun. It has taken to itself whatever seemed best and most modern, caring little or nothing for the antique or the less good. . . . The railway was already in existence when America became an organised nation, so there was no use for the high road. The only means of communication which it has ever understood are the locomotive and the railway. Other systems were too ancient. The Americans

have constructed railways for all their needs, and have allowed the old paths, trodden out by the herds of the first shepherds, to become covered with moss and furze. No one uses them, no one knows them, except three or four farmers whom necessity urges from one cottage to another."

Admitting certain exaggerations, the heart of the thing is there, and one fancies, after one has thoroughly digested the awful experiences those travelers had on American winter roads, that this Italian observer might have said even worse things.

About American architecture we read that it is "puerile and ingenious—the same everywhere." Villages strike our friend pleasantly, and he likes the way the houses are painted throughout the country; but the smaller American town is stamped, he declares, with the brand of ugliness, and its provincial people give themselves swollen and pompous airs. We like to plunder names from other historic places, and then grotesquely to imitate the capitols, the pantheons and coliseums of the older continent. A street, here in America, has the same importance and value as an electric car or an elevator; it is merely a means of traffic; the item of beauty and that of leisure are absent from it. The European observes in our streets that the population never uses them for rest and recreation. (It should be observed, however, that this special criticism by Signor Scarfoglio is based on the streets of Chicago. In this particular he has shown his code of international courtesy by not referring to the noonday toothpick parade which is the most obvious feature of Chicago's most conspicuous street.)

We do not, in many ways, appear to have pleased the signor. Like many other people, he hates the conspicuously rich, but he hates American opulence most of all "because it is paraded, thrown proudly in your face, and shown about as the only true sign of greatness." He finds the reason for this fault in us—which, if he had been of the keener vision of a Münsterberg, he would have seen as only superficial and covering a real idealism!—is that we are still, to all intents, a primitive people. He chooses to regard our civilization as still muscular and material.

Town Topics.

## NEWS OF THE WORLD.

**NEW YORK, Tuesday.**—For two days a violent snowstorm has raged over the Eastern States. Nothing like it has been experienced in twenty years. At Chelsea (Mass.) three persons met their deaths through a flood and 1500 are without shelter. Reports from Philadelphia state that snow is 22 inches deep in the streets. In New York State, according to present advices, no fewer than fifteen people are dead from cold and exposure, but the total loss of life cannot yet be ascertained. All over the East railway, telegraphic, and telephonic communication is interrupted. (LATER).—According to later accounts; eighteen people have met their deaths in the immediate vicinity of New York city. A five-masted vessel has been driven ashore on the coast near Boston, and

it is believed that the 12 men composing the crew were drowned.

**PARIS, Tuesday.**—Yesterday's sitting of the Chamber of Deputies was chiefly occupied by a discussion on the international situation. M. Pressensé (Socialist) interpellated the Government regarding French policy during the negotiations following upon the Near Eastern crisis. He declared it was necessary to intervene in the Cretan question, to co-operate in the establishment of a Balkan alliance and to secure the independence of Bulgaria. The speaker then asserted that a relaxation of the tension between England and Germany had set in, both countries now being inclined to discuss a mutual limitation of armaments. The hour had come, continued M. Pressensé, in which to found an international peace organisation. France must take a leading position in all questions relating to courts of arbitration and disarmament.

In answer to various questions as to foreign policy, M. Pichon maintained that France, in increasing her means of defence, was rendering a permanent and useful service to the cause of peace. France, moreover, had contributed to the maintenance of peace by her alliance with Russia and her other friendships and understandings. The policy of France in foreign affairs was based upon a regard for the people, who desired that no adventures should be entered into without their consent being first asked. After paying a tribute to the work of The Hague Peace Conference, M. Pichon declared the French Government to be animated by feelings of friendship towards all Governments. The Minister recalled the visits recently exchanged between the Tsar of Russia and the President of the Republic and between the Russian and French Foreign Ministers. The Anglo-Russian entente, he said, was also a factor of great importance. The extremely cordial understanding of France and England and the amity between Russia and Italy had been demonstrated by recent intercourse between the rulers of those States. M. Pichon assured his hearers that all difficulties with Germany arising from the Morocco question had been disposed of; the Morocco question had ceased to be a cause of disturbance to Europe, but this was by no means to say that all difficulties in Morocco itself had ceased. Meanwhile, however, troubles which recently sprang up had been settled, and he (M. Pichon) had thoroughly explained matters to the Moroccan mission and come to an agreement. The result of the Franco-German agreement, which served a useful purpose for both parties, had immediately resulted in a slackening of the tension and an improvement in the diplomatic situation. M. Pichon proceeded to discuss the annexation of Bosnia and Herzegovina, the Turkish and the Cretan questions; and finally an order of the day, approving the Government's attitude, was almost unanimously adopted.

**MADRID, Tuesday.**—This morning's *Heraldo* reports that the heavy rainfall at a village in the vicinity of Viana (Province of Navarre) caused several houses to collapse on their foundations, and that 28 people were killed.

(Continued on page 2)