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The Daily Record

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and THE DRESDEN DAILY.

THE FIRST DAILY PAPER IN ENGLISH PUBLISHED IN GERMANY.

No 1,238.

DRESDEN, SUNDAY, MARCH 6, 1910.

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.

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AERIAL STRATEGY.

(By the late Clarence Stedman.)

V.

The most successful machines have demonstrated my early protest against car-leverage by placing the car and motor close to the end of the aerostat, and Zeppelin's magic attachment almost reaches my ideal of an integral moving body. The account of all this, regularly taken by me from the press for a quarter-century, is well condensed and illustrated in Mr. Augustus Post's first hand book of the Aero Club of America, with plenteous other matter. This book, the club, the experiments of its enthusiastic members, show how thoroughly the demonstration that the problem of aerial navigation is solved has entered into the mind, and has promoted the contests of sport and venturous amateurs, as of governments and savants. At this moment the highest mechanical genius of the world is applied to the perfection of motors and dirigible aerostatic ships, and to the solution of the problems of power and stability for aeroplanes and tetrahedral kites. Of all the dirigible fish patterns, those by the Germans are the most successful, and certainly most conform to my requirements of unity, rigidity, and front strengthened like the head of a fish; they are also the largest, profiting by the fact that, as Mr. Carl Dienstbach states it, "By the law of air accumulation in front of a moving body, the resistance becomes proportionately less for one big body than for many small ones," together equaling it in cross-section. This has virtually justified my argument for liberal outlay and magnitude of dimensions. Finally, at the present writing, England has waked up to the necessity of grappling the problem as a war measure, and her engineers are at work. Then our Government, viewing with sympathy the efforts for ultimate achievement and management of the aeroplane flyers and gliders, sees that the dirigible is already accomplished, and needs only a little further application to military needs, and has gone to work itself, with all the advances of other governments to start with. I conclude that the era of life and government as effected by man's conquest of the air is upon us; that certain radical results are to follow, as surely as the simple invention of the elevator has quadrupled the residence capacity of any given area of city, and the toy-bicycle, first, and the automobile later, have revolutionized road-building—to take only two of the modern inventions of general utilization; and that the aerial age is yet in its infancy.

But at this moment I am not half so much intent upon rehearsing my "told you so" as about completing the train of results which would follow upon even initiatory navigation of the air. For, in fact, I made the strangest possible omission—an omission that to me would be incredible, if I did not plead the absolute incredulity at that time prevailing as to the solution of the problem at all—a problem then classed with the squaring of the circle. It is true, I reflect with complacency, that I did devote picturesquely eloquent passages to what would follow man's conquest of the air, and I did say, as all have found obvious, that it would make war a hideous impracticability. But of late—that is, since the appearance of Captain Mahan's masterwork, in 1893, on the "Influence of Sea Power in History"—I have wondered how it was

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that, going at such length into the corollaries of the German nature, I could have failed to think of the one result—of that glaring concrete type which most impresses the unreflecting average class,—most instantaneous in existence, and most dramatic and startlingly recognizable and to be reckoned with.
(To be continued.)

NEWS OF THE WORLD.

LONDON, Saturday.—In the House of Commons, the Treasury's proposals for the repayment of the 1900 war loan were read a third time. Opposition speakers charged the Government with wilfully adding to the present financial confusion, but Mr. Asquith, in an energetic speech of defence, declared it was impossible to alleviate a situation directly brought about by the Lords, and for which the Upper House must carry the full responsibility. The sitting of Parliament had to be occupied until the end of the financial year with the settlement of the various Budgets, without which administration could not be carried on. In answer to the Opposition's proposals that a special Act should be passed legalising the income-tax proposals for 1909—10, the Prime Minister said that the Government refused to depart from custom in this matter. The Budget had to be passed in its entirety.

EVERETT (Wash.), Saturday.—It is now certain that the number of people who perished in the avalanche disaster in the Cascade Mountains, in which two trains were overwhelmed, is 118. Of these 84 were passengers.

POINTE A PITRE (Guadeloupe), Saturday.—The strike in Basse Terre is spreading. At Capesterre many workmen have broken into factories and private houses seeking for plunder. The mail service is totally disorganised, as mail vans are held up and looted by the rioters.

CALCUTTA, Saturday.—The Government's proposal to increase the duty on silver, petroleum, and beer was ratified yesterday by the Legislative Council.

COLOGNE, Friday.—While a balloon called the Clouth V. was being inflated here this morning, the violent wind tore it from its moorings, and the aerostat, already inflated to three-quarters of its capacity, soared aloft and disappeared in a westerly direction.

Mr. John D. Rockefeller's latest gift to charity has caused a sensation throughout the civilised world. According to latest reports from New York, the capital represented by this gift is no less than 300 million dollars, by far the largest amount ever donated by a single individual. It will go towards the formation of a Charity Trust, and the 300 million dollars correspond exactly to the value of Standard

Oil shares now held by the Rockefeller family. The yearly interest from this vast sum will amount to 20 million dollars, which will be annually expended in the interests of humanity without distinction of race or creed. John Rockefeller, junior, on Friday last resigned his directorship in the Standard Oil Co., and, it is announced, he will also withdraw from every business undertaking in which he has hitherto been interested, so that he may be able to devote his entire time and energy to the management of his father's gigantic charity. Already there has been established a permanent council of advisers who will act in this capacity to "John D., junior," to whom will be entrusted the distribution of the annual funds. Mr. Rockefeller senior declares that he will in no way interfere in the conduct of the undertaking, but will give his son an absolutely free hand.

For the past few days New York has been in the grip of a fog which for density is said to rival even a London "particular." Up to yesterday morning traffic was everywhere at a complete standstill. Liners were unable to leave the harbour according to schedule, and ferry-boats between New Jersey and Manhattan had to cease running, as the signal lights were enveloped in vast clouds of dingy fog. Traffic on the elevated railway was only carried on under difficulty and with great danger, as motormen were unable to see the signals. Everywhere in the city there were street accidents, people being run over by the dozen and traffic becoming jammed at the cross streets.

According to a London telegram, a section of Ireland was despatched to the United States on Thursday, because a number of patriotic Irishmen across the Atlantic were determined to receive President Taft "on Irish soil" at the St. Patrick's day celebration. This little bit of the "Emerald Isle" was cut bodily out of a field and held together by peat. It was carefully transported to Queenstown and there placed on board the steamship St. Louis. On arrival at New York it will be forwarded to Chicago and there laid down. President Taft has promised to visit Chicago on St. Patrick's Day, when he will hold a speech with his feet on Irish soil. It is said that the cost of transporting this unique cargo across the ocean is enormous, as great care has to be exercised on account of its brittleness. As an example of practical "patriotism," this would be hard to beat.

LONDON, Saturday.—Ex-President Roosevelt left Mongalla on Thursday and continued his journey to Khartoum, where he is expected to arrive on the 17th instant. Mr. Roosevelt is suffering from a slight attack of dysentery, but the other members of his expedition are in the best of health.

NEW YORK, Friday.—Reports reaching here from Bluefields (Nicaragua) confirm the news of a decisive defeat sustained by the revolutionaries under General Chamorro on February 22, in the vicinity of Tisna. The Government forces, commanded by General Estrada, made a dashing attack and hurled their opponents back in disorder. General Chamorro himself escaped only with a handful of followers from the hot pursuit. His total losses in killed, wounded, and prisoners are said to total 1,800. The backbone of the revolutionary movement has been broken by this reverse, and it is expected that the war will now continue in the form of guerilla fighting.