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The Daily Record

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THE FIRST DAILY PAPER IN ENGLISH PUBLISHED IN GERMANY.

No 1,265.

DRESDEN, SATURDAY, APRIL 9, 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.

ONE YEAR IN OFFICE. HOW PRESIDENT TAFT FEELS.

WASHINGTON.—William H. Taft laid down the last paper of the heap that accumulated on his desk on the first day of the second year of his Presidency today and chuckled. His grin broadened into a smile, and that developed into a roar of laughter. "How do I feel after my first year in the President's office, you ask?" he said to a caller who had congratulated him on the anniversary. "Well, I'll tell you how I feel," and he laughed again. "I feel just about like the preacher who passed the hat through his congregation and brought it back to the pulpit empty, and then thanked God that he had got his hat back." The glorious sunshine of March 4, 1910, shone through the windows of the Executive Offices. A year ago a blizzard howled outside and the worst day in the history of Washington weather was recorded. As the weather has changed, so the political atmosphere has cleared, and from the stormy, troublous period of the time that was has come the calmly progressive era of the now. "I am glad I am President because I can be useful," the President says to his friends. He does not forget the annoyances of the office—they have left their mark on his big, good-natured face—but he glories in his opportunities and hopes that he is improving them.

On this his first anniversary he quoted a letter of his predecessor. It was a typical Roosevelt letter, the kind that the former President liked to write to his friends whom he could "Dear Bill" and not "Dear Sir" them. Mr. Roosevelt was serving his first term and was a candidate for a second. He was longing for the day when he could go to Oyster Bay and forget politics for a while. He told his friend Taft that he had tried to be a good President and live up to his idea of what the office should be. He hoped he had succeeded and hoped a majority of the people would entertain the same pleasant view. And then he said: "I've given them a good run for their money, and I'm ahead of the game." Mr. Taft chuckled some more when he read that and then thumbed through other Roosevelt letters, producing more chuckles, and not once did the cloud of the Back-from-Elba movement dim the rays of the sun which lit up the office in its green-and-white splendor. Mr. Roosevelt put his views on paper with a shorter cut to the truth than Mr. Taft would write, but he uttered the same sentiment that Mr. Taft enjoys. "If there is one thing I am glad of more than any other," President Taft says, "it is the fact that I have reached the point where I can say what I mean and state it truthfully and submit it to an audience which is right in front of me."

Two words have no meaning to Mr. Taft, and these two words guide every action of most men in high places. These words are "political expediency." "If there is one thing that I could do for the people of this country that would be eternally valuable to them it would be to teach them the truth about the sycophants who pander to them whether they are right or wrong. Occasionally the country is swept by a common error, and sometimes honest students of the problem in question are swept away with it. But the time should come with every man who wants to serve the people honestly when he should be strong enough to take a stand for the right, no matter if it should be politically advantageous to take a stand for the wrong people believed in at the time. The larger view of politics—not the view of office-hunting—is the view which produces the best for all the people, and that is the view the political sycophant does not take. He selfishly goes from one popular idea to another, with no conviction. He opposes men when he believes that it will be to his advantage politically to oppose men that his people think they oppose. And if there is one thing I would like to do it is to show to that man's people the truth about his motives." That for the insurgent Republicans.

The President of the United States, in the person of William H. Taft, will not stoop to personal characterizations of men in whom he does not believe. It is the dignity of the office that deters Mr. Taft. If he were plain William H. Taft and knew as much about certain persons as President Taft knows, there would be stormy political waters ahead of some men now riding on popularity waves. The annoyances of the President's office are many, and chief of them is the distribution of patronage. What Mr. Taft thinks

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of this nuisance is unprintable. But even this annoyance of the political activity of a President has its pleasures, and President Taft has enjoyed his greatest in two judicial appointments—the elevation of Judge Lurton to the Supreme Bench and the selection of Howard C. Hollister of Cincinnati, his classmate at Yale, 1878, for a place on the Federal Bench. "The President's chair is a good place to sit to see the good in men." This is what President Taft believes, and during his first year's acquaintance with the American people as their President, he has immensely enjoyed the opportunity he has had to see them and to know the best in them. The President now understands that he sees only the better side—that the dignity of his office and the height of his station in life put all he comes in contact with on dress parade as it were, but the joy of seeing so much of the good and seeing it so constantly has been the chief pleasure of his Administration. When a man goes into the White House he is isolated from the world, in a way. About the only unpleasant news he hears is through the newspapers, and of these he has opportunity to read but few. But, isolated as he is, President Taft sees his way clear ahead of him. He is going to try to be useful to his countrymen. He is going to act as President as he sees his duty. He is going to get all the fun out of it that there is in it. And he is not worrying about what some people are saying about him or what some people think he ought to do. He looked so hearty and so happy that his perennial worry—that of keeping down his weight—paled into insignificance, even when he mentioned it himself.

(From the N. Y. World.)

THE PALACE AT LIVADIA.

It is an interesting fact, says M.A.P., that the Czar has determined to pull down his palace at Livadia, and in its stead to build a wonderful new one made entirely of the beautiful Balaclava stone, which, when polished, resembles nothing so much as pure amber. In the light, especially in the light of sunset, this stone has a wondrously fairy-like appearance, and the new palace, which is to be completed by 1912, will be one of the wonders of the world. The only part of the palace now standing which is to remain is the chapel, which, built in the early part of the last century, is a masterpiece. This contains, among many treasures, an elegant marble cross mounted upon a pedestal of Crimea porphyry, which was presented to Alexander II. by the workmen of Livadia as an expression of their gratitude for the emancipation of the serfs.

AIRSHIP MANŒUVRES COMMENCE.

A telegram from Cologne states that this year's German airship manœuvres have commenced at that city with a thirty minutes' trial flight undertaken by the latest dirigible to be completed, the Parseval II. The scheme of the manœuvres is being kept secret, but it is believed that they will be on a much larger scale than those of last year.

Much useful information concerning airships is contained in a handbook compiled by Lieutenant Neumann, Director of the Aviation School of the German Aerial League at Friedrichshafen, from material placed at his disposal by authorities on the subject in Germany and abroad. Each country that takes an interest in the construction of airships is given a chapter to itself, and in this a succinct, clear account is given of what it has done and is doing. Each type of airship is described in detail, and drawings are reproduced giving the general appearance of most of the types.

A tabular statement made by Lieutenant Neumann shows that in February, 1910, there were twenty-six airships in existence which had been proved to be capable of flying. Of these Germany possessed 14, France five, Italy two, and Austria-Hungary, Belgium, England, Russia, and the United States one each. Germany's airships of the rigid type are the "Z. I." with a capacity of 12,000 cubic metres, whose length is 546ft., maximum diameter 38ft., with two motors each developing 85 horse-power, and capable of carrying a load of nearly 2½ tons; the "Z. II." with a capacity of 15,000 cubic metres, whose length is 546ft., diameter 42ft. 8in., with two motors each capable of developing 115 horse-power, and capable of carrying in the two cars a load of nearly four tons; the "Z. III." (now being rebuilt), with a capacity of 15,000 cubic metres, whose length is 546ft., diameter 42ft. 8in., with two motors each capable of developing 135 horse-power, and capable of carrying in its two cars a load of over four tons. The speeds of the three airships are respectively 11, 12.5, and 13.5 metres per second.

Five of the German airships are of the semi-rigid type. Four are military airships, namely, "M. I.," "M. II.," "M. III.," and one used for experiments. "M. I." and "M. II." have a capacity of 5,200 cubic metres, are 243ft. long, have a maximum diameter of 39ft. 5in., are each provided with two motors developing each 75 horse-power, attain a speed of 12.5 and 12.8 metres per second respectively, and can each carry a load of about 1½ tons in their one car. "M. III." has a capacity of 6,500 cubic metres, is 272ft. long, has a maximum diameter of about 40ft., is fitted with four motors, each capable of developing 75 horse-power, attains a speed of 16.4 metres per hour, and can carry a load of nearly 2½ tons in its single car. The Ruthenberg airship is considerably smaller, being only half the length of the military airships; it has a capacity of only 1,200 cubic metres, but can carry three persons, and remain five hours in the air.

The non-rigid airships are the Parsevals—"A II.," "B I.," "D I.," "E I.," "Clouth I.," and "Erbslöh." The capacities of the Parseval airships are 4,000, 6,600, 1,200 and 3,200 cubic metres respectively, their respective lengths are 197, 230, 131, and 197 feet, the horse-power developed by their motors 100, 200, 25, and 130 respectively. The Parseval "A II." travels at the rate of 13 metres per second, can rise to a height of 6,500ft., can carry five persons in its car, and travels from 10 to 12 hours without descending. The Parseval "B I." travels at the rate of 14 metres per second, can rise to a height of over 8,000ft., carries 10 to 13 persons in its two cars, and travels over 20 hours without descending. The Parseval "E I." travels at the rate of over 12 metres per second, rises to a height of nearly 5,000 ft., can carry six to eight persons in its one car, and travels for about six hours. The Clouth and Erbslöh airships are smaller, but they can carry four to six persons, and travel, the former for 10 hours, the latter for six hours.

France has four airships of the non-rigid type. They are, according to Lieutenant Neumann's handbook, the "Bayard-Clément," the "Ville de Nancy," the "Ville de Bordeaux," and the "Zodiac II." France also possesses one of the semi-rigid type, the "Liberté," which is being reconstructed. England's

(Continued over the page.)