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# The Daily Record

and THE DRESDEN DAILY.

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## GENERAL NEWS.

### NEWS FROM ENGLAND.

#### SIR HENRY CAMPBELL-BANNERMAN RESIGNS.

A London telegram officially confirms the report that His Majesty King Edward has accepted Sir Henry Campbell-Bannerman's resignation of the office of Prime Minister.

His Majesty has requested Mr. Asquith to proceed to Biarritz, and it is expected that he will be offered the post of Prime Minister. The Cabinet, in accordance with custom, will presumably tender its resignation, but it goes without saying that this will be purely a matter of form.

The Rt. Hon. Herbert Henry Asquith has sat for East Fife in the Liberal interest since 1886. He was born in 1852, and is consequently 56 years of age. His education commenced at the City of London School and terminated at Balliol College, Oxford, of which he was afterwards Fellow (B. A. 1874), taking a first-class classics and the Craven Scholarship. He was called to the Bar at Lincoln's Inn, 1876 (Queen's Counsel 1890, and a bencher 1894). Became Home Secretary and a Privy Councillor in August 1892, and resigned with Lord Rosebery's Ministry in 1895. Was appointed Chancellor of the Exchequer in the present Ministry in December 1905. Mr. Asquith is an Honorary D. C. L. of Oxford, and Hon. LL. D. of Edinburgh University; from 1906 he has been Lord Rector of Glasgow University.

#### THE GERMAN EMPEROR'S SYMPATHY.

King Edward, says a Biarritz message, has received a telegram from the German Emperor expressing his condolences at the loss of the British torpedo-boat-destroyer "Tiger."

#### HOUSES COLLAPSE NEAR OXFORD STREET.

In the early hours of yesterday morning, two houses situated in a street adjacent to Oxford Street and inhabited by some forty tenants, collapsed. Up to the present two dead bodies and fourteen injured have been recovered from the debris. The tenants of the collapsed houses were mostly German employes of the York Hotel.

#### ANOTHER RATE WAR THREATENING.

Despatches from Liverpool announce that the important reduction in passenger rates between the United States and Mediterranean ports made by the Italian and German lines may probably lead to another Transatlantic rate war. One leading British company has already decided to make a corresponding reduction in its passenger tariff, and other companies are resolved upon similar measures.

#### THE UNIVERSITY BOAT RACE.

The Oxford and Cambridge Boat Race on Saturday afternoon resulted in another victory for the latter crew. This year's contest, however, shows that the Dark Blues have made great progress, and they succeeded in reducing the winning length of last year by an appreciable margin. In spite of Oxford winning the toss the Light Blue crew took and maintained the lead from the start, finishing victors by two and a half lengths. The official times of the race were:

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## STOP PRESS NEWS.

### THE HOUSE COLLAPSE IN LONDON.

London, April 6. Up to ten o'clock this morning nine bodies were extricated from the collapsed houses. Twenty tenants have been rescued, practically unhurt; seven are yet unaccounted for. One German waiter and two Austrians are numbered among the dead.

### U. S. TORPEDO FLOTILLA'S QUICK PASSAGE.

New York, April 6. It is reported from San Francisco that the Atlantic Fleet torpedo flotilla has arrived in Magdalena Bay, Mexico, a day ahead of schedule time.

### TROUBLE IN THE PERSIAN GULF.

Abuschehr (Persian Gulf), April 6. A rebellion has broken out amongst the Arabian tribes in the Amra district. The British steamer "Lynch" was twice heavily fired on from the rebels' camp, two passengers being killed and several injured. A Turkish government vessel, stationed near the scene, accompanied the "Lynch" past the danger zone and returned the rebels' fire.

Craven Steps, 2min. 30sec.  
Mile Post, 4min. 7sec.  
Hammersmith Bridge, 7min. 32sec.  
Chiswick Church, 12min.  
Barnes Bridge, 16min. 3 sec.  
Winning Post, 19min. 19sec.  
Cambridge winning by 2 1/2 lengths.

The respective crews were as follows:

#### OXFORD.

- Hon. R. Stanhope (Magdalen) (bow).
- C. R. Cudmore (Magdalen).
- E. H. L. Southwell (Magdalen).
- A. E. Kitchin (St. John's).
- A. G. Kirby (Magdalen).
- A. G. McCulloch (University).
- H. R. Barker (Christ Church).
- A. C. Gladstone (Christ Church) (stroke).
- A. W. Donkin (Magdalen) (cox).

\*Signifies an Old Blue.

#### CAMBRIDGE.

- F. J. Jerwood (Jesus) (bow).
- G. E. Fairbairn (Jesus).
- O. A. Carver (First Trinity).
- H. E. Kitching (Trinity Hall).
- J. S. Burn (First Trinity).
- E. G. Williams (Third Trinity).
- E. W. Powell (Third Trinity).
- D. C. R. Stuart (Trinity Hall) (stroke).
- R. Doyle (Trinity Hall) (cox).

\*Signifies an Old Blue.

The Oxford crew, who struggled bravely but ineffectually, appeared greatly exhausted at the finish. This is the 65th University race, and the victory of Cambridge on Saturday still leaves Oxford with a lead of four. The official time of 19min. 19sec. must be considered as distinctly good, having regard to all the circumstances.

We append herewith a tabulated list giving particulars of former contests:

Year	Date	Winner	Course	Time	Won By
1829	June 10	Oxford	Henley	14m 30s	easily
1836	June 17	Cambridge	W to P	36m 0s	1 min
1839	April 3	Cambridge	W to P	31m 0s	1m 45s.
1840	April 15	Cambridge	W to P	29m 30s	1 length
1841	April 14	Cambridge	W to P	32m 30s	1m 4s.
1842	June 11	Oxford	W to P	30m 45s	13 sec
1845	March 15	Cambridge	P to M	23m 30s	30 sec
1846	April 3	Cambridge	M to P	21m 5s	2 lengths
1849	March 29	Cambridge	P to M	22m 0s	easily
1849	Dec. 15	Oxford	P to M	—	foul
1852	April 3	Oxford	P to M	21m 36s	27 sec
1854	April 8	Oxford	P to M	25m 29s	11 strokes
1856	March 15	Cambridge	M to P	25m 50s	1 length
1857	April 4	Oxford	P to M	22m 35s	35 sec
1858	March 27	Cambridge	P to M	21m 23s	22 sec
1859	April 15	Oxford	P to M	24m 40s	Cam sank
1860	March 31	Cambridge	P to M	26m 5s	1 length
1861	March 23	Oxford	P to M	23m 30s	48 sec
1862	April 12	Oxford	P to M	24m 41s	30 sec
1863	March 28	Oxford	M to P	23m 6s	43 sec
1864	March 19	Oxford	P to M	21m 40s	26 sec
1865	April 8	Oxford	P to M	21m 24s	4 lengths
1866	March 24	Oxford	P to M	25m 35s	15 sec
1867	April 13	Oxford	P to M	22m 40s	1 length
1868	April 4	Oxford	P to M	20m 56s	6 lengths
1869	March 17	Oxford	P to M	20m 5s	3 lengths
1870	April 6	Cambridge	P to M	22m 4s	1 1/2 lengths
1871	April 1	Cambridge	P to M	23m 5s	1 length
1872	March 23	Cambridge	P to M	21m 15s	2 lengths
1873	March 29	Cambridge	P to M	19m 35s	3 1/2 lengths
1874	March 28	Cambridge	P to M	22m 35s	3 lengths
1875	March 20	Oxford	P to M	22m 2s	10 lengths
1876	April 8	Cambridge	P to M	20m 20s	easily
1877	March 24	Oxford	P to M	24m 8s	dead heat
1878	April 13	Oxford	P to M	22m 13s	10 lengths
1879	April 5	Cambridge	P to M	21m 18s	3 lengths
1880	March 22	Oxford	P to M	21m 23s	3 1/2 lengths
1881	April 8	Oxford	P to M	21m 51s	3 lengths
1882	April 1	Oxford	P to M	20m 12s	7 lengths
1883	March 15	Oxford	P to M	21m 18s	3 1/2 lengths
1884	April 7	Cambridge	P to M	21m 39s	2 1/2 lengths
1885	March 28	Oxford	P to M	21m 36s	2 lengths
1886	April 3	Cambridge	P to M	22m 29s	1 length
1887	March 26	Cambridge	P to M	20m 52s	2 lengths
1888	March 24	Cambridge	P to M	20m 48s	7 lengths
1889	March 30	Cambridge	P to M	20m 14s	2 1/2 lengths
1890	March 23	Oxford	P to M	22m 3s	barelength
1891	March 21	Oxford	P to M	21m 48s	1 length
1892	April 9	Oxford	P to M	19m 21s	2 1/2 lengths
1893	March 22	Oxford	P to M	18m 47s	2 lengths
1894	March 17	Oxford	P to M	21m 39s	4 lengths
1895	March 30	Oxford	P to M	20m 50s	2 1/2 lengths
1896	March 28	Oxford	P to M	20m 1s	1/2 of length
1897	April 3	Oxford	P to M	19m 12s	2 lengths
1898	March 26	Oxford	P to M	22m 15s	10 lengths
1899	March 25	Cambridge	P to M	21m 4s	4 lengths
1900	March 31	Cambridge	P to M	18m 47s	20 lengths
1901	March 30	Oxford	P to M	22m 31s	2-5 lengths
1902	March 22	Cambridge	P to M	19m 3s	5 lengths
1903	April 1	Cambridge	P to M	19m 35s	6 lengths
1904	March 26	Cambridge	P to M	21m 36s	4 1/2 lengths
1905	April 1	Oxford	P to M	20m 35s	3 lengths
1906	April 7	Cambridge	P to M	19m 26s	3 1/2 lengths
1907	March 16	Cambridge	P to M	20m 26s	4 1/2 lengths
1908	April 4	Cambridge	P to M	19m 19s	2 1/2 lengths

\* The first University race rowed in outriggers.

\* The first race in which either University rowed in the present style of eights without keel; also the first time either rowed with round oars. Both used the same kind of oars and boats.

\* From the High Bridge to Putney Pier.

\* Both crews used sliding seats for the first time.

\* The Oxford bowman damaged his oar.

(Continued on page 2.)

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