

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

# The Daily Record

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and THE DRESDEN DAILY.

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## MILITARY DICTATORSHIP.

### DEMANDS OF THE GREEK WAR PARTY.

The amazing situation in the Hellenic Kingdom graphically described by Mr. Fontanez in an interview we had the pleasure of publishing yesterday is further illuminated by despatches from Athens, detailing the demands which the Military League, or war party, have succeeded in inflicting on the Government. The League published a manifesto "respectfully" asking the King and Government to carry out radical reforms, and especially to proceed with the reorganisation of the army and navy, "in order that Greece may not in the future have to undergo any more humiliations such as she has had to tolerate in the past." The commands held by the Royal princes in the army and navy are considered by the League to be prejudicial to their own prestige and to the accomplishment of their duties. The officers consequently "insist" that the Crown Prince, who is commander-in-chief of the army, and the other Royal princes should not hold any command in the army. They demand that the army shall be controlled by a council composed of the commanders of the three divisions under the presidency of the eldest of them, and the superintendence of the Crown Prince. They further ask that the two War Ministries should be invariably entrusted to the best officers in the army and navy, and not to civilians. Among the detailed features of their programme they ask that four classes of the reserve should be called to the colours annually for manoeuvres, and that a battleship of not less than 10,000 tons, and eight destroyers of not less than 150 tons each, should be constructed, that the existing three cruisers should be repaired, that all useless small ships should be sold, including the Royal yachts—with the exception of one for the King, that a war school should be established, that a foreign general with some officers should be called in to organise a Staff service and to look after the theoretical and practical training of the army and navy, and that a more efficient corps of gendarmerie should be organised. In order to provide the necessary funds to carry out these reforms the League suggests that large retrenchments should be made in the General Budget.

Pending the granting of these concessions 500 of the mutinous officers formed a camp at the head of artillery, cavalry, and infantry detachments, amounting in all to 2,000 men, on the hill of Goudi, just outside Athens. It is believed that the hotheads among them were fully determined to open fire on the capital in the event of their demands not being acceded to. The Prime Minister sent the Mayor of Athens to negotiate with them, and subsequently M. Ralli resigned. His successor, M. Mavromichalis, as we reported yesterday, gave in on all important points and the camp forthwith dispersed, after being assured of an amnesty for all who had taken part in the movement.

### DISCOVERY OF THE NORTH POLE?

A telegram despatched to us yesterday from Ritzau's Bureau at Copenhagen was as follows:—The Danish steamer Hans Egede, employed by the Danish administration of the Greenland colonies, passed Lerwick on Wednesday afternoon. The Inspector of Greenland who was on the ship telegraphed to the Government at Copenhagen that he had on board Dr. Frederick Albert Cook, an American physician, who reached the North Pole on April 21, 1908, in the course of a Polar expedition. Dr. Cook returned to Cape York last May, by way of Upernivik. The eskimaux at Cape York confirm in detail the accuracy of Dr. Cook's statement.

(Dr. Frederick Albert Cook is a prominent surgeon of Brooklyn, N.Y. He is 44 years of age and of German descent, the family name having been changed by his father from Koch to Cook. His writings on geographical subjects have earned for him numerous home and foreign honours. His previous Arctic experience was very great, as he accompanied the Peary Arctic expedition in 1891-2 as surgeon, and was again in the Polar regions in 1897-9 in a similar capacity to the Belgian Antarctic expedition. He has extensively contributed to American and European magazines on polar and particularly Antarctic exploration. His home is at 687 Bushwick Avenue, Brooklyn, N.Y.)

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## THE GERMAN-AMERICAN PATENT TREATY.

The new Patent Treaty between the United States and Germany (writes Mr. Henry Schmidt in the current *Bulletin* of the American Association of Commerce and Trade, Berlin) which went into effect on the 1st of August of this present year places United States citizens on a decidedly better footing in regard to the utilisation of patent protection in Germany than has been the case heretofore, inasmuch as it frees them from the obligation, imposed by the German Patent Law on patentees, to work their patented inventions in Germany within three years from the granting of the German patent. Heretofore any failure to comply with this working obligation would, in the case of an action for revocation of the patent being brought against the patentee, result in the loss to him of his German patent.

This is no longer to be the case with the German patents of United States citizens, as the new Treaty provides that the working of a patent in the territory of one of the Contracting Parties shall be considered as equivalent to its working in the territory of the other Party. Hence, an American citizen who works his United States patent in the United States will no longer be required to work his corresponding German patent in Germany in order to thereby avoid loss of his German patent in case of an action for revocation being brought against him. The question as to whether the provisions of the Treaty are to apply also to existing German patents, in regard to which the three years term allowed for working already expired before the date on which the Treaty went into effect, is not decided yet; but many persons are of the opinion that even such patents will now be entitled to the benefits of the Treaty, provided that no action for revocation was actually entered prior to that date. At any rate, it may be assumed that, in addition to all German patents applied for after that date, such older patents in regard to which the three years term extends beyond that date will enjoy the benefits of the Treaty.

This new Treaty, abolishing, as it does, a condition of affairs that has been felt as a hardship by American inventors, will no doubt induce many American inventors to apply for German patents in cases in which they would otherwise have abstained from so doing. It is also to be hoped that similar treaties will be made between Germany and other nations and that thus, or by revision of the existing laws in all countries, a condition of affairs will, before long, be generally abolished which is universally recognised as being illiberal, vexatious, and not at all in harmony with the spirit of modern times.

## FATAL AUTOMOBILE ACCIDENT IN ENGLAND.

London, September 1.

Lord Clifford, 25 years of age, met with an automobile accident near Brighton today, which cost him his life. (There must be some mistake here, as there is no Lord Clifford of the age stated.—Ed.)

## AVIATORS AT LAW.

### FIRST AVIATION SUIT ON RECORD.

(DAILY RECORD CORRESPONDENT.)

New York, August 23.

The brief items referring to the lawsuit instituted by the Wright brothers against the New York Aeronautic Company already published in your columns may well be supplemented by some details of this, the first aviation legal process in the world's history. There are still many people who seem to consider the Wright brothers the only aviators in the United States, but the fact is that the first wonderful flights of these pioneers brought the heavier-than-air flying machine system into the foreground, the result being a formidable series of different types constructed by ambitious inventors. Messrs. Herring and Curtiss are the two aviators who, after the Wright brothers, have succeeded in attracting the greatest share of popular interest. The activity of these two gentlemen has brought them into contact with the Wrights, and the process above-mentioned is the immediate result. The proceedings will, needless to say, be followed with the keenest interest throughout the civilised world.

The New York Aeronautic Company, who are the defendants in this suit, purchased the rights of manufacturing Herring-Curtiss aeroplanes and have been placing them on the market in great numbers. The Wright brothers claim that this system is a palpable infringement of their patents, and counsel for the prosecution has collected an enormous amount of data from expert sources. Plaintiffs demand an injunction restraining the defendants from further manufacturing flying machines of the type already defined. They demand, further, heavy damages representing a triple payment of the losses sustained by them through the exploitation of their machines through the Aeronautic Company. Great acrimony is exhibited on both sides. The Wright brothers declare the Herring-Curtiss machines to be modelled closely on designs patented by them in the Federal Patent Office at Washington on May 22, 1906. They demand the giving-up by defendants of all machines thus far constructed and all accessories pertaining thereto, the same to be destroyed. They draw attention to the fact that the heavier-than-air flying machines constructed by them are the only ones officially recognised and purchased by the United States Government, whose example has been followed by several European Governments. "Complainants' invention," runs the petition, "is of great intrinsic value, as it represents the first successful attempt to construct a heavier-than-air apparatus obedient to the will of the operator, and it inaugurates a new era in the sphere of aviation."

Mr. Lee Burrige, president of the Aeronautic Company, states that the suit is more or less a simple test case, and is being conducted entirely without malice between the principals. In support of his statement he draws attention to the fact that both the Wrights are honorary members of the Aeronautic Company, and says that the suit has the sole object of clearing up certain matters temporarily undecided. "Up to the present moment," he continues, "no fewer than 369 patents have been secured for different types of airships and flying machines, and the documents are all more or less framed in the same words. We bought the Curtiss aeroplane designs last May, and had no idea that they in any way infringed the rights of Messrs. Wright. Mr. Curtiss at the time bound himself to cover the cost of defence in case of a lawsuit and, if necessary, to assume responsibility for any damages that might be awarded. We are only desirous of giving and receiving a straight deal, and on that account we welcome rather than object to the present suit. I accompanied the Wright brothers on their last trip home from Europe, and we informally discussed the matter together in the friendliest spirit."

## THE CHOLERA IN HOLLAND.

Rotterdam, September 1.

The official report of today shows that there are 18 cholera patients and one suspicious case under treatment in the hut hospital, but that their condition is satisfactory. There have been no deaths from cholera since yesterday. Eighty-four persons are under medical observation.