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The Daily Record

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and THE DRESDEN DAILY.

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To-morrow (Easter Monday) being
a General Holiday, the next Number of
The Daily Record will appear on Wednes-
day, April 14.

DOMINION OF THE AIR. THE PROBLEM OF THE AGE.

(DAILY RECORD CORRESPONDENT.)

London, April 9.

The interest aroused in England by the reports of German progress in the conquest of the air is shown by the numerous questions which continue to be asked in Parliament with regard to the preparations made by Germany and other Powers for the creation of aerial war fleets. Mr. Haldane gave some interesting information on this subject when replying to questions in the House of Commons. The War Minister stated that six balloons are reported to have been built and six more to be building in Germany, and he added that the German garages and stations for dirigible balloons are believed to be as follows:—

Friedrichshafen: Floating shed.
Friedrichshafen: Tent shed.

Wilhelmshaven: Shed.

Manzell: Fixed shed.

Griesheim (near Frankfurt): Shed (a gasometer being built in connection with the shed).

Berlin (Tegel): Military airship station.

Metz: Military station.

Cologne: Airship station.

Darmstadt: Airship station.

Lyck: Airship station.

Reinickendorf: Military station (two sheds).

Reinickendorf: Shed for dirigible.

It will thus be seen that Germany has a complete chain of shelters at the principal points near her western frontier from Wilhelmshaven, near Bremen, to Friedrichshafen, on Lake Constance. "In addition," Mr. Haldane says, "a private company has been formed for constructing stations on certain main lines of communication; but, so far as is known, no steps have been taken to begin any of them." All the experiments made during the last few years show that a fleet of airships is useless unless there are scattered throughout the country sheds where the vessels can be housed when they descend. The breaking loose of the German "Zeppelin," the British "Nulli Secundus," and the French "La Patrie," which was lost entirely, has shown that it is next to impossible to secure one of these great vessels in the open, and the only alternative is deflation.

In spite of the activity prevailing in many Continental countries, Great Britain still lags sadly behind. A crowded meeting was held in the city this week, the Lord Mayor presiding, for the purpose of calling upon the Government to at once make large appropriations to be spent in experiments with airships. One speaker heroically demanded a "two-Power aerial standard" for England, evidently obsessed with the vision of a combined foreign aerial

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feet defying the dividing Channel and sweeping triumphantly over London, scattering death and destruction by means of bombs hurtling from on high. In spite of the ocular evidence they possess to the contrary, there is no doubt that the British Government still regards airships and aeroplanes as costly toys of no practical value. Everybody was surprised to learn, however, that this year's Navy Estimates contain provision for the construction of an experimental airship for naval purposes. The authorities refuse to divulge the least information respecting this mysterious craft.

NEW AEROPLANE ACHIEVEMENT.

Paris, April 10.

M. Santos Dumont, the well known French aviator, made a trial ascent at Saint Cyr with his new single-plane flying machine before a large crowd of interested spectators. At the first ascent he attained a height of 20 to 25 metres, and covered a distance of two and a half kilometres. When he successfully descended after this performance he was accorded an ovation.

UNITED STATES SWEEP BY STORM.

New York, April 9.

The whole country has within the last two days been swept by terrific storms, which in many places reached the fury of a tornado. Enormous damage has been done, and advices received until late last night report over a score of people killed and many hundreds injured. The velocity of the wind in New York was 72 miles an hour. Buildings were levelled and a number of disastrous fires were started. The Cunard liner "Caronia" was unable to enter the harbour, and had to remain at anchor in quarantine. From nearly every city reports are coming of similar damage.

THE NAVAL MARATHON RACE. FURTHER STARTLING DEVELOPMENT.

(DAILY RECORD CORRESPONDENT.)

London, April 9.

The naval agitation brought into being by the publication of the Navy Estimates more than a fortnight ago has this week received fresh impetus from Vienna. It is there stated that the Austro-Hungarian Government will shortly lay down four "Dreadnought" battleships of not less than 20,000 tons displacement, and that if the money for the purpose be voted these leviathans will be completed in 1912. Viennese correspondents predict that the Austro-Hungarian Delegation are unlikely to refuse the necessary funds for this ambitious naval programme, in which case the navy of the Dual Monarchy will own seven new powerful battleships in 1912. This number will be made up by the four new "Dreadnoughts" and the three fine ships of the "Archduke" class, which are now in course of construction. Should the money for the Austrian battleships actually be voted, there is no doubt that the British Government will be compelled to make unexpectedly large provision for new ships under next year's Estimates. The Government's critics are pointing out that the disappearing Balkan crisis was proof positive of the close alliance existing between Germany and Austro-Hungary, and that it is therefore safe to say that in case of war the navies of those two Powers would unite against a common foe. It is further pointed out that this new development renders strong reinforcement of the British Mediterranean Fleet an imperative necessity. Of late years the Mediterranean Fleet has been pared down to insignificant proportions by the economists in the Cabinet and the Admiralty, but the time has come to augment it sufficiently to place it on its former scale of fighting potentiality. The London newspapers are now reminding the country that in case of war with the Teuton Powers England would either have to concentrate her forces in the North Sea and leave the Mediterranean—and incidentally the route to India—to the mercy of Germany's ally, or she would have to despatch a strong squadron of "Dreadnoughts" to the Mediterranean, and risk an unequal conflict with the German forces in the North Sea. In the House of Commons last night the First Lord of the Admiralty was bombarded with several trenchant queries regarding the new Austrian "Dreadnoughts," but he contented himself with stating that no official information on the subject had reached the Government.

Following upon the Opposition's defeated vote of censure in Parliament, the entire controversy has now assumed an unmistakable party complexion. In defence of this move the Unionists very rightly draw attention to the barefaced party tactics of the Government itself on the naval question. The supposedly inadequate Estimates for the current year were shaved down to the finest limit by the Little-Englanders and economisers in the Cabinet, who certainly did not scruple to bid for party prestige and the support of the Labour and Socialist parties at the pos-

(Continued on page 2)

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