

The Daily Record

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and THE DRESDEN DAILY.

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TALL TALK.

(DAILY RECORD CORRESPONDENT.)

London, June 4.

Here are some of the comments of German newspapers on Count Zeppelin's great trip, as translated and published over here:—

The Berlin *Neueste Nachrichten*, replying to the criticisms of some Paris newspapers which endeavoured to minimise the importance of the voyage writes: "The distance travelled by the Zeppelin II., from Friedrichshafen, via Bitterfeld, to Göppingen without landing, far exceeds the distance from Metz to Paris and back. Moreover the voyage was mostly over hilly territory, and during part of the time the airship had to contend with contrary winds. Furthermore, the airship, after being patched together, was able on Tuesday afternoon to resume her return voyage to Friedrichshafen."

The Leipzig *Neueste Nachrichten* writes:—"Supposing that the Zeppelin II. were stationed at Metz, she would not only be able to cruise over hostile countries but also to bring back information of what her crew had observed. We may, without stretching a single point, declare that her radius of action is at least 300 miles from headquarters. With this radius of action she could sail to Lyons, Tours, or Paris, in France, or to Portsmouth, London, and Yarmouth, in England, and bring back information of her observations. In other words, Zeppelin II., if war were in sight, could sail over Paris, pass several times over the circle of fortifications defending the French capital, and on the next day could deliver at Metz a report of the observations made."

"Starting from Metz or Cologne she could with equal facility sail to Portsmouth, take observations of the English maritime armaments there, then could sail to London, and afterwards undertake a cruise of investigation along the British coast and have a look at Dover before returning to Cologne with complete reports, and, of course, with photographs—which, we may add, would easily have been developed before her return."

"We have now witnessed the proof that Zeppelin II. can achieve all these things. Count Zeppelin has achieved a feat which will spread a panic in England and France, and which will lend life and colour to those tales of invasion which have been circulated in Great Britain. The wonderful weapon which our enemies have imagined has now become an actual fact. Count Zeppelin has achieved this without many words."

After reading these brilliant specimens of tall talk, can any one be surprised at the distrustful attitude of the British public towards Germany? The extract from your Leipzig contemporary, in particular, is eminently calculated to create distrust and alarm over here. But the lurid account that paper gives of the capabilities of the Zeppelin airship is received with little credence by people who know what the recent experiments at Salisbury Plain proved. As I have already reported, at a range of more than one mile half a battery brought down a captive balloon within thirty seconds. In point of fact, only two out of the three guns fired, and

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before the third had taken aim it was seen that the balloon was destroyed. The target in this case presented not more than one-sixth of the surface of a Zeppelin balloon, and in the knowledge of what the new anti-airship gun and its gunners are capable of, people here refuse to be disturbed by the hair-raising prophecies of Zeppelin monsters hovering over London or Portsmouth.

CALUMNIATED AMBASSADORS.

(DAILY RECORD CORRESPONDENT.)

Paris, June 3.

The diplomatic world is infuriated at the statements telegraphed by the Constantinople correspondent of a popular Berlin paper, to the effect that papers found among the dossiers of ex-Sultan Abdul Hamid at the Yildiz Kiosk proved that M. Constans, the French Ambassador, and M. Zinovineff, the Russian Ambassador, had received large sums of money from the deposed Sultan. In spite of official denials—one of which appeared in the *Nord-deutsche Allgemeine Zeitung*—this wretched story has been published all over the world, and has done incredible harm to the prestige of the diplomatic service. Rifaat Pasha, Turkish Minister of Foreign Affairs, has communicated to a representative of the *Matin* his absolute repudiation of the calumny. No account-book, no document, no fact, no incident, he declared, in the search conducted at the Yildiz admits of the affirmation or even of lending a semblance of truth to such libels. "The object of the traducers is certainly to create difficulties for us, but they will not succeed." The Russian Ambassador said: "I reply to this infamy with the utmost contempt and with the disgust produced in me by such publications, which I do not take the trouble to contradict." The French Ambassador also made a statement in similar terms. The story referred to above may well be regarded as the last word in unscrupulous press sensationalism, and will certainly recoil on the heads of those responsible for it.

THE TSAR OF RUSSIA TO MEET FALLIERES.

Paris, June 5.

The *Matin* of this morning states that the meeting between the Tsar of Russia and President Fallières, which has been often spoken of, will take place at Cherbourg between the 10th and 12th of August.

NAVAL ADVERTISING.

(DAILY RECORD CORRESPONDENT.)

London, June 4.

Three huge naval spectacles are planned to take place within the next few months. On Saturday, June 12, an enormous fleet will be assembled at Spithead for the purpose of demonstrating to the delegates of the Imperial Press Conference which opens here tomorrow the might of Great Britain on the sea. Practically every fighting unit in home waters will be present, this vast concourse of warships including 24 modern battleships, 16 armoured cruisers, and other vessels, making a grand total of 144. No fewer than seven Dreadnoughts (battleships and battleship-cruisers) will take their place in this veritable Armada; and it is a remarkable fact that at this date no other Power has a single Dreadnought completed.

Next month another naval display of unique interest will also be held. The Lord Mayor of London, Sir George Truscott, has prevailed upon the Admiralty to bring a huge fleet almost up to the gates of London, as a practical object lesson to the London taxpayer. Long lines of powerful battleships and cruisers will be anchored off Southend, while the smaller craft, such as destroyers and submarines, will steam up the river as far as the Houses of Parliament. The city will be en fête, and comprehensive entertainments are being arranged for the officers and seamen. Londoners as a rule see next to nothing of British sea power, and this coming exhibition will, it is hoped, have the effect of stimulating popular interest in the nation's first and only line of defence.

Towards the end of July, naval manœuvres on a scale absolutely unprecedented in the world's history will be engaged in by the British fleet, presumably off the coast of Scotland. All existing records in regard to numbers and power will be shattered on this occasion, since not less than 350 warships will take part. The Admiralty is accumulating large quantities of coal at the Scotch bases in preparation for these gigantic exercises, which will probably last some six weeks. It is interesting to note that the British fleet gathered together during these manœuvres will include more effective warships than the navies of Germany, the United States, Austria, and Italy contain together. Under these circumstances it is somewhat difficult to determine the basis on which the present naval agitation is built.

AERONAUTICS IN FRANCE.

Paris, June 5.

The President of the French Société Aéronautique, M. Quinton, delivered a lecture yesterday before the Aviation Committee of the Senate, on the results hitherto attained in France in aerial navigation. In the course of the lecture M. Quinton mentioned that the establishment of airship lines to the East, South-East, and South-West, of France, with intermediate stations, was contemplated.

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