

We could not get accurate information in regard to this new science from other countries. We had to work it out for ourselves. Unless we, as a country, experimented and trained our men in the use of aircraft, and developed a knowledge of their use and of what we had to fear and hope from these machines, we should run the gravest danger in the time of war. At present we had a very indifferent supply of any of these machines, and, as far as airships were concerned, whether rigid or non-rigid, he believed we were merely on the threshold, whereas other countries were very far advanced. He thought that the First Lord should have reassured the Committee with regard to this matter. We could no more afford to be behind in the possession of efficient forms of aircraft than we could in battleships.

In replying to the debate Mr. Winston Churchill said the Admiralty were making considerable progress in regard to the development of the Naval Air Service. The cruiser "Hermes" had been fitted with a launching platform and accommodation for three seaplanes, and had gone out to the manoeuvres. There were several shore stations which would be in action in connection

with the manoeuvres. The Admiralty had not the number of seaplanes which they had hoped to have owing to the delay in delivery. They had, however, a considerable number, but he would rather not say how many. As to airships, the "Parseval" had gone through a trial at 42 miles an hour, and had been accepted. The other airship purchased was being altered. With a view to carrying out their policy to develop large rigid airships, the Admiralty had entered into negotiations with one or two of our largest and most experienced shipbuilding firms. The preliminary steps in connection with the construction of two rigid airships of the largest size were now well advanced.

They proposed to build six non-rigid airships of medium size to be used for training the personnel in handling the large airship. They had great hopes of being able to build vessels which in every respect would be equal to those now constructed on the Continent. Accommodation was being provided on the Medway air station for several airships. In this branch of naval air service further extension was to be expected, and soon other air stations would become necessary. Steps were already being taken in that direction.

AIRSHIP NEWS.

2½-Hour Trip by Naval Parseval.

WITH Lieut. Boothby in command, with a crew of nine on board, the new Parseval airship of the Naval Wing of the Royal Flying Corps made a trip from Farnborough to Cowes, Isle of Wight, and back, a distance of about 100 miles in 2½ hours on Monday.

19½-Hour Voyage by a Zeppelin.

ON Saturday morning the latest Zeppelin at present designated LZ 20, arrived back at Frankfort-on-Maine at the conclusion of a trip which had lasted 19½ hours. Rain fell during a greater part of the time the vessel was in the air, while a 45-mile an hour wind had to be negotiated during the last stages.

Nine-Hour Cruise by "Z 4."

THE military Zeppelin "Z 4," stationed at Cologne, on Saturday night made a reconnaissance of nine hours' duration over the Hartz mountains and the cities of Brunswick and Hanover.

Metz Airship Station to be Moved.

FOLLOWING on the landing of the Zeppelin cruiser at Luneville some time ago the German military authorities have decided to shift the airship station at Metz to a point further away from the frontier. This decision, which has been taken against the advice of Count Zeppelin, was largely influenced by the fact that the French Army has a number of very active escadrilles of aeroplanes at work between Toul and Belfort on the frontier.

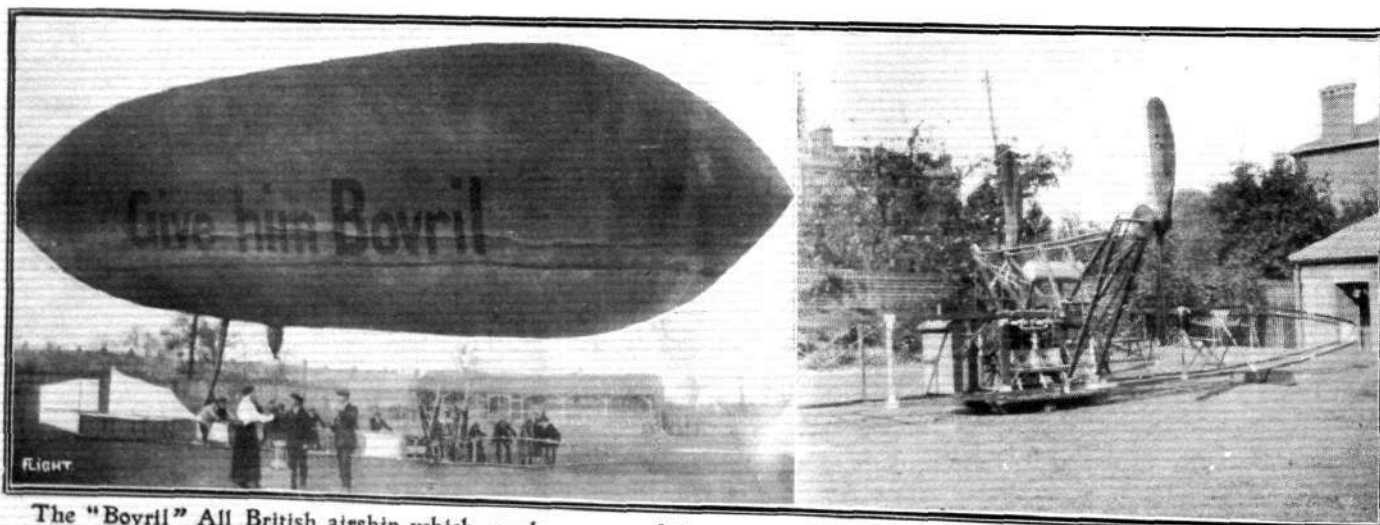
Passengers on Zeppelin Liners.

A REPORT on the three years working up to June last, of the German company which owns the passenger Zeppelins shows that in 826 cruises, aggregating 1,835 hours, 17,221 passengers were carried some 64,172 miles. The "Victoria Louise"

made 285 trips and carried 5,953 passengers while the ill-fated "Schwaben" made 230 voyages with 4,622 passengers and the new vessel "Hansa" 188 trips with 4,007 passengers. In 58 ascents, the latest liner "Sachsen" has carried 1,336 passengers. The records of the previous vessels were: "Deutschland" 7 trips, 142 passengers; "LZ6" 34 trips, 726 passengers; "Ersatz Deutschland" 24 trips, 436 passengers. Yet the three years working of the company has resulted in a loss of £62,100.

The Wreck of the "Schutte-Lanz."

SOMEWHAT reminiscent of the fate of the French dirigible "Patrie" was the disaster which overtook the "Schutte-Lanz" airship, belonging to the German army, while on a long-distance voyage from Berlin to Königsberg and back. Berlin was left on Sunday week and Königsberg was reached all well. On the return journey on the following Tuesday, however, it was decided to make a stop at Schneidemühl in order to replenish the hydrogen gas. Supplies were telegraphed for, and although they arrived the next day it was not until the Thursday that the work of re-inflating could be proceeded with. As there is no airship shed at Schneidemühl, the "Schutte Lanz" had to be anchored in the open, and 250 soldiers were detailed to guard it and hold it down. They were, however, surprised on Thursday morning by a squall which tore the mooring ropes from their hands. Two of the soldiers were carried aloft, one of whom fell from a height of about 30 ft. and was very severely injured, while the other, who dropped when the airship was 600 ft. up, was instantly killed. For some time the airship hovered over the ground, and then, owing to the gas escaping, it came down and settled on a clump of trees. The wooden framework was broken in three places, and then collapsed. The "Schutte-Lanz" was 430 ft. long, and was fitted with two 250 h.p. Mercedes motors.



The "Bovril" All British airship which made a successful ascent on July 5th from the Old Welsh Harp, Hendon, piloted by Mr. Henry Spencer, of Spencer Bros., Ltd., Highbury. This little dirigible is entirely British built and is propelled by a 40-50 h.p. Green engine, it being used for advertisement purposes throughout the country. In the foreground are Mr. Henry Spencer and Mr. Dagnall, late assistant engineer. On the right is seen a closer view of the framework, car, engine, &c.