

**The Aerial Dreadnaught and its Builder.**

M. Clement, the builder of the great airship which will essay the first aerial voyage (as distinguished from drifting before the air) between Paris and London, is as different as possible from the man-in-the-street's conception of the Frenchman.

Though not a Parisian born, he has been identified all his life with the city. He has a great deal of the typical American business man's devotion to work, and possesses a fine physique. He has the manner of the man who feels that he has no time to waste, but has too much innate courtesy to treat the stranger with brusqueness.

To pass from M. Clement's physical to his mental aspects, he has one strongly-developed feature, which reminds me of another distinguished figure in aeronautics, Mr. Wilbur Wright—a lack of expansiveness. Both men much prefer what is to what may be, and established facts to the possibilities. Having wrestled with many mechanical problems, and tasted the disappointments of the inventor, they are deeply imbued with the deceptiveness of theory and the foolishness of counting upon anything which has not withstood the test of time and experience.

"I do not understand why people are in such a hurry to discuss my future airship," he said to me in his office, with the plans of the Clement-Bayard II on the desk before him. "Of course, I hope and believe she will be a success, and that she will have no difficulty in making her way across the Channel, but I do not actually know; and I think it would be much better to keep the enthusiasm until after she has shown beyond all possibility of doubt what she can do.

"In building ships for the air, as for the water, one has to establish a balance between different factors; and you cannot modify one without affecting the others. You may figure out the lifting power of your gas, the weight and power of your engines, the efficiency of your propellers, the area of resistance to the air, and dozens of other points, but you cannot be sure of the result until you have put all these forces together, and found out how they behave themselves under varying conditions. Yes; it is true that I am embodying some new ideas, such as springs to absorb the vibration from the engines, but I am not going to talk about them now, because I have no idea how they will work out in actual practice; and I shall not attempt to say when the airship will be ready for use, because no one can possibly foresee how long the trials will occupy. Go through the workshops, and see for yourself how far the mechanical parts of the airship have advanced, but do not ask me to speculate on the future."

Availing myself of this permission, I made an inspection of the factory, which is a very large and well-equipped establishment, employing between 750 and 800 men in the manufacture of Clement-Bayard automobiles and their motors. There was, of course, no sign of the great cotton and rubber gasbag, to contain 227,500 cubic feet of hydrogen, this part of the airship being in the hands of a balloon-maker, but plenty of other portions of the machine in the making were in evidence, notably the propeller-shaft and its case, and the two yet unfinished 200-h.p. motors which, it is estimated, will be able to propel the ship at a speed of nearly 40 miles an hour over the ground, thus allowing ample margin for making headway against even a strong wind. The 300ft cigar-shaped gasbag is of the flexible type; that is to say, the car is suspended from it, and not from any rigid support.

In this respect, therefore, the Clement-Bayard II adheres to the earlier practice in aerial shipbuilding. As in other dirigibles, the car is simply a long, narrow platform, with strong wire guard-rails round the sides, and the engines in the centre; the two propellers, one on each side, at the stern, and the rudder in front. There should be enough gas to lift the whole fabric and 25 people, including the crew of four—captain, engineer, steersman, and deckhand—as well as sufficient petrol to keep the engines going full speed for 24 hours.

The parts are to be put together in an immense shed, 400ft long and 100ft high, erected on the military parade-ground at Issy-les-Moulineaux, which has been the scene of so many important experiments in aviation; and it is very appropriate that this spot should be the starting-point of the "Clement-Bayard II's" trial trip. Her cost depends large-

ly upon the extent of the alterations that may be deemed necessary during her trials, but is not likely to be less than £20,000.

The Clement-Bayard II is about 300 yards square. Her speed, with both engines going, will be thirty-five to forty miles an hour; with one engine, twenty-seven miles. Using both engines, she can remain in the air for fifteen hours, with six people aboard. The cost of the airship will be about £20,000.

As a fighting unit the value of an airship is problematical. In Germany and France some data have already been obtained with regard to the destroying power of dirigible balloons. Great Britain has practically no experience as yet. We know that there are difficulties in the way of the effective discharge of explosives from a moving airship. Marksmanship will be difficult. But while it has not been proved that airships have any offensive or defensive value, it is certain that for reconnoitring purposes they have an immense value. For that function alone they have become absolutely necessary. The Power without them will be terribly handicapped when opposed by a Power that possesses them. G.A.R.

**PALE BLOODLESS PEOPLE.**

Should Know How to Increase Their Blood Supply.

When the blood supply has become thin and watery the sufferer is told by the doctor that he or she has "anaemia." Weariness, paleness and lack of energy are amongst the earliest symptoms. Headaches, indigestion, and heart palpitation come later, and in severe or neglected cases there are fainting fits, general prostration, and indications of a decline. Because a lack of blood is the cause of the trouble, the only cure is treatment that will renew the blood supply. Dr. Williams' Pink Pills are compounded for this very purpose. They actually combine with food and air to make new blood. One of the first things the patient notices after beginning this treatment is the return of a healthy appetite.

Anemic people will be interested in the statement made to a reporter by Mrs. Edward Elwood, Penang Villa, Perth-st., Richmond, Christchurch.

"When Hazel was about eleven years old she began to lose her strength," said Mrs. Elwood. "I never had any trouble with her before, but now her appetite fell right away. It was hard work getting her to a meat table, and harder still to get her to eat anything. It was only done by coaxing. She lost all her brightness and got most miserable looking, dull-eyed, thin, and pale. She didn't seem to have any good blood. For hours at a time she had violent spitting pains in the crown of her head. I had to keep her away from school for six months, she wasn't able to study. She might be awake for hours at night tossing to and fro, and in the morning she'd look as tired and worn out as possible. All day long she wanted only to sit about, never caring to play. The circulation was so poor that her feet were just like lumps of ice. You couldn't leave her by herself, she was so nervous, and was so easily upset that she'd cry, if you only spoke to her, as the saying is. Her face had a peaky look; it was sad to see her. She wouldn't go outside the house if she could help it, and when sent a message always came back breathless and oppressed. We were terribly worried over her, and it was not till I tried Dr. Williams' Pink Pills that her health began to return. The pills seemed to build her up from the very start. Long before the first box was empty I noticed she was eating better and was a lot brighter. I got another box and she was so pleased to take them that if I forgot to give them to her she would always remind me. It did my heart good to see her getting brighter every day, and notice her romping and laughing instead of mooping about. Before the third box was done she had lost the nervousness, and her colour had come back. I finished off the third box and didn't need to give her any more. She was cured, and has remained well ever since."

The price is 3/ per box, six boxes 16/6, and if you have trouble in getting them, send a postal note for the amount to the Dr. Williams' Medicine Co., of Australasia, Ltd., Wellington, and they will be sent post free by return mail.

**Sports and Pastimes.**

**FOOTBALL.**

**RUGBY.**

**Results at a Glance.**

- AUCKLAND:**  
City (6) beat Parnell (3).  
Marist Bros. (9) beat Grafton (5).  
Ponsonby won from Newton by default.
- WAIRARAPA UNION.**  
Carterton (8) beat Red Star (3).  
Gladstone (9) beat Graytown (nil).
- RANGITIKEI UNION.**  
Rata (8) beat Hunterville (6).  
Marton (11) beat Ohingaiti (nil).
- WANGANUI.**  
Wanganui (10) beat Pirates (6).  
Eastern (10) beat Kaierua (3).
- HIAWKE'S BAY.**  
Old Boys (3) drew with Ahuriri (3).  
Athletic (12) beat Rovers (0).  
Havelock (9) beat Kia Ora (0).
- WELLINGTON.**  
St. James' (6) beat Poneke (0).  
Athletic (8) beat Melrose (3).  
Petone (32) beat Southern (3).  
Occidentals (15) beat Victoria College (5).  
Old Boys (13) beat Wellington (5).

**MANAWATU.**

Palmerston (8) beat Feilding (6).  
Old Boys forfeited to Kia Toa.

**CANTERBURY.**

Merivale (13) beat Albion (0).  
Linwood (8) beat Christchurch (5).  
Sydenham (19) beat College (0).  
Old Boys (3) beat Marist Bros. (0).

**OTAGO.**

Taieri Rovers (15) beat Union (6).  
Southern (17) beat University (5).  
Zingari Richmond (28) beat Pirates (3).  
Alhambra (18) beat Kaikorai (0).  
Port Chalmers (23) beat Dunedin (3).

**ASSOCIATION.**

**AUCKLAND.**

Caledonian (4) beat North Shore (0).  
Ponsonby (5) beat Y.M.C.A. (1).  
Corinthian (6) beat Carlton (1).

**NORTHERN UNION GAME.**

**AUCKLAND.**

Newton Rangers (11) beat North Shore Albion (2).  
City (9) beat Ponsonby (0).

**HOCKEY.**

**AUCKLAND.**

United (2) drew with Varsity (2).  
St. George's (4) beat North Shore (2).  
Auckland (10) beat Ponsonby (0).

**WAIRARAPA.**

Post and Telegraph (4) beat Master-ton (0).

**LADIES' MATCHES.**

**AUCKLAND.**

Kopana (5) beat Rawhiti (0).  
Moana (2) drew with Training College.  
Rangatira A (2) beat Rangatira B (0).  
Arawa (9) beat Mokoia (0).  
Ao-te-roa (0) drew with Unitarian (0).

Geo. A. Tyler. E. Harvey.  
**TYLER & HARVEY,**  
Ship, Yacht and Boat Builders,

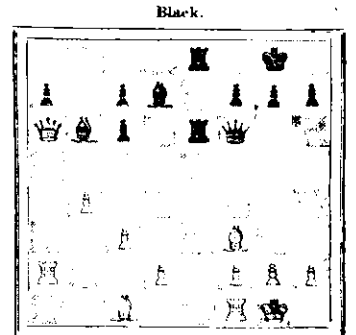


47 Customs Street, Auckland.

**CHESS.**

**Position No. 43.**

From Famous Paulsen-Morphy Game.



White.  
Black to play and win brilliantly.  
4r1k1, p1p1ppp, Qb1q1r2, 8, 1P6, 2P2B2, R2P1PPP, 2B2Rk1.

**Ladder Game.**

The following is the deciding game in match for the championship of the Auckland Chess Club:—

- |                 |                  |
|-----------------|------------------|
| White,          | Black,           |
| J. C. Grierson. | A. W. O. Davies. |
| 1. P-Q4         | 1. P-Q4          |
| 2. P-QB4        | 2. P-K3          |
| 3. Kt-QB3       | 3. Kt-KB3        |
| 4. B-K5         | 4. B-K2          |
| 5. Kt-KB3       | 5. QKt-Q2        |
| 6. P-K3         | 6. Castles       |
| 7. R-Q3         | 7. R-K           |
| 8. Kt-K5        | 8. PXP           |
| 9. BXP          | 9. KtXKt         |
| 10. PXPt        | 10. Kt-Q2        |
| 11. B-B4        | 11. Kt-Kt3       |
| 12. B-QKt3      | 12. B-Q2         |
| 13. B-B         | 13. B-B          |
| 14. Q-K4        | 14. Q-K2         |
| 15. Castles     | 15. R-K5         |
| 16. B-Kt5       | 17. B-K5         |
| 17. P-B3        | 18. QXt          |
| 18. B-B2        | 19. Kt-B5        |
| 19. KR-B3       | 20. B-R6         |
| 20. QXt         | 21. QXKtP        |
| 21. Kt-B6       | 22. Resigns      |
| 22. Q-R5        |                  |

**Auckland Chess Club.**

Entries for the tourneys closed last Thursday, with the following: Handicap: Messrs. Adams, Davies, Ewen, Fairs, Grierson, Hemus, Hursley, Harvey, Jowitz, Morgan, O'Loughlin, Putman, Priestley, Ray, Sachs, Stewart, Utting and Wilson. Level: Messrs. Davies, Ewen, Grierson, Miles, and O'Loughlin.

**Notes.**

Match at and by Chess.—The 'Gulf Kaiserhof, Berlin, was the scene of an amusing and at the same time scientific contest between two artists, who, loving the same lady, agreed to appeal to chess to determine which of them should return from the field. The game lasted over an hour, when one of the contestants, being mated, rose from his seat, and, having taken a courteous adieu of his rival, repaired forthwith to Paris, where he remained until the victor led his fair bride to the altar.

Chess players will learn with regret of the death of Mr. Alexander Littlejohn of Wellington. The deceased was born in Scotland about fifty years ago. Mr. Littlejohn's knowledge of the game entitled him to rank as one of the finest exponents that New Zealand has ever seen. His heart trouble was a great drawback to him in serious play, and, in consequence, his public performances were not up to his private well-known high standard. The deceased was of a genial disposition, and, generally respected, his opinions and judgments were always looked for, and his death is a great loss to chess in the Dominion.

**Position No. 42.**

The white pieces should have been Black and vice versa.

**Solution to Position No. 43.**

Key move:—QB1