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June 13th,
1931.

No. 1860.

Published every
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RESULT—"CHRISTIAN NAMES" PICTURES

117 PRIZES AWARDED TO READERS

Two readers were nearest, with only one mistake, to the official list of solutions published in our last issue, and the First Prize of Four Guineas in goods has been equally divided amongst the following:—

HALL, W., 17, NEWTOWN, THETFORD.

TAYLOR, J., 23, MARLBORO' STREET, BURNLEY.

Three competitors submitted sets with two mistakes, and equally share the Second Prize of Two Guineas.

CORRIS, G. A., 17, SALISBURY ROAD, EVERTON.

FOSTER, N., 11A, ASHTON ROAD, SOUTH YARDLEY, BIRMINGHAM.

INGHAM, H., 102, COLLEGE ROAD, DULWICH, S.E.21.

112 entries were received which contained three mistakes, and Consolation Prizes have been awarded to the following readers:—

Adams, L., Ingledene, Pomphlett, Plymouth; Adde, R., Osokosry, Gladys Ave., Cowplain, Cosham; Allen, W., 4, The Meads, Luton; Andrews, L., Belle Vue Cottages, Darton Lane, Mapplewell; Bailey, H., 6, Regent St., Runcorn; Barnes, G. E., Junr., 11, Clifton Rd., Canning Town, E.16; Bateman, F. J., 19, Burgovne Rd., Bow, E.3; Best, F. T., 80, Queen's Hd. St., N.1; Birmingham, G., 6, Sandy Grove, Sandy Lane, West Derby; Blades, G. S., 111, Canon St., Leicester; Blair, J. G., Rosemary, Station Rd., Green Island, Co. Antrim; Bonewell, H. J., 33, Gee St., Coltman St., Hull; Boyden, G., 3, Park Terrace, Winchmore Hill Rd., N.14; Boydson, A., 18, Main Street, Goldthorpe, Nr. Rotherham; Brookes, C. W., Westhaven, Seafield Rd., Dovercourt; Buckley, A., 1, Hewitt St., Hightown, Manchester; Burnap, A., 6, Gratwich Rd., Tilehurst; Bush, F., 44, Mount Pleasant Rd., Tottenham, N.17; Cannon, B., Glencar House, Letterkenny, Co. Donegal; Catherall, H., 4, Clarks Terrace, Weston Pt., Runcorn; Challinor, W., Hope Cottage, Jodrell St., Macclesfield; Clark, S., 112, Histon Rd., Cambridge; Coleman, G. H., 91, London Rd., Chesterton; Dale, N., 15, Hibel Rd., Macclesfield; Dawkins, P., Devon Court, Grand Parade, Leigh-on-Sea; Day, H., 66, Chamberlain Rd., Lr. Edmonton, N.9; Daynes, G., 54, Station Rd., Shalford; Deacon, N., 112, Village Rd., Aston; Dougall, A. J., 55, Oakfield Rd., Clapton, E.5; Dove, N., 2, Dunstan St., Wavertree; Dowell, T., 8, Hampton St., Leamington Spa; Drew, G., 39, Whitstable Rd., Canterbury; Duckworth, E., 8, Tranmere Rd., Blackpool, S. S.; Dunn, H., 94, Portmand St., Middlesbrough; Durose, E. A., 4, Gordon St., Luton; Edwards, P., 4, Eden Rd., Tumbidge Wells; Edwards, O., 45, Mwrog St., Ruthin; Field, H., 1, Pendlestone Rd., Walthamstow, E.17; Flewelen, H. J., 58, Goddard Ave., Swindon; Foster, G., 32, Coney Rd., Bentley, Doncaster; Frary, I., 56, St. Walsingham; Gartside, J. H., 4, Houghton St., Royton; Gatland, R. H., 11, Lawson Rd., Dartford; Gilbert, L., 39, Baldwin St., Smethwick; Gillett, F., Howend, Houghton Conquest; Gold, E., 13, Copnor Rd., Portsmouth; Graydon, R., 14, Charter St., Oldham; Guille, J., 3, Sir William Place, Canicher, Guernsey; Hickling, A. C., 9, Maple Close, Cambridge; Holme, A., 2, Ormoundroyd Ave., Odsal, Bradford; Hughes, F. M., 7, Gipsy Lane, Oxford; Hunter, W., 28, Selbourne Rd., Gillingham; James, H., Pwlycrochan, Colwyn Bay; Jones, E., 58, Edward St., Pant-Dowlais; Jones, H. G., 8, Palamos Rd., Leyton, E.10; Keay, J., 2208, Dunbarton Rd., Yecker; King, N., 24, Oxford St., Edinburgh; King, J. F., Ballymote, Co. Sligo; King, P., 5, The Terrace, H.M.

Dockyard, Chatham; Lance, R. G., 99, Park Rd., W. Dulwich, S.E.; Lane, A. E., 190, Douglas Rd., Acocks Green; Langtree, F. H., 66, Royal Oak Rd., Woking; Lorimer, H., 3, Shankston Cres., Cumnock, Ayrshire; Main, R., 800, Crow Rd., Anniesland, Glasgow; McCaig, A., 23, Kelvin Terr., Kirkintilloch; Mellor, N. C., 44, Ovenden Rd., Halifax; Moore, L., "Leydon," Roman Rd., Ingatstone; Newman, J. R., 44, Stockmap Rd., Hackney; Ogley, L., 4, West St., Conisborough, Rotherham; Oldfield, L., "Harlie," Maple Ave., Macclesfield; Pittaway, A., 1, Forge Row, Abertillery; Powell, C., Ongur, Pencoae, Swansea; Ralston, P., 103, Rosalind St., Kirkdale, Liverpool; Randall, E., No. 7, Station Rd., Tempsford, Sandy; Rollinson, G., "Garden House," Doncaster Rd., Rotherham; Rose, A., 106, Caludon Rd., Coventry; Ryan, P. J., 114, Moseley Rd., Highgate, Birmingham; Sennett, J., 18, Bankhouse, Pudsey; Sharpe, G., Market Place, Swineshead, Boston, Lines; Sibbald, J., The Lodge, Colinsburgh, Fife; Skingsley, R., 13, Belle Vue, Upper Bridge Rd., Chelmsford; Slater, S. G., 8, Albert Place, Exmouth; Smith, W., 132, Park St., Rotherham; Somerville, A., "Dundarroch," Lunding Links, Fife; Spendelow, H. R., Needingworth, Huntingdon; Stedman, G. R., c/o Frefan Hall, Llanystumdwyr, Nr. Criccieth; Stewart, J., 29, Pitt St., Portobello; Stone, A., 214, Henley Rd., Ilford; Storer, S., 25, Belgrave Rd., Nr. Tamworth; Sutton, S., 104, Stanley Rd., Wakefield; Sutton, E. J., Sunnyside, Peterchurch, Hereford; Swan, C., 130, East Trinity Rd., Leith; Thurgood, T. W., 69, Norwood Rd., Radford; Troman, R., 537, Bromford Lane, Ward End, Birmingham; Twyman, W., 104, Woodnesboro Rd., Sandwich; Veale, A., 13, Well St., Plymouth; Waite, B., 10, Newells Villas, Misterton; Walker, T., 20, Beverley Rd., Monkseaton; Walker, J. M., 13, Brown St., Edinburgh; Walker, B. G., 33, Rylstone Rd., Eastbourne; Walmsley, J., 2, School St., New Springs, Wigan; Walthew, F., Playing Fields, Sth. Yardley, Birmingham; Waterhouse, F. A., 6, Hill View Gdns., Kingsbury, N.W.9; Watson, C., 81, Cleveland St., Guisborough; Webb, E., 42, Peter St., Canning Town, E.16; Wells, W., 5, Rosebery Place, Inverness; Westgate, F., Murrells Cott., Harrow Rd., Warlingham; Whitehouse, E. G., 65, Goosemoor Lane, Erdington; Williams, K., 3, Abbey Terr., Greenfield, Holywell, N.W.; Wilson, A., 7, Clifton Ave., Walsend; Wright, W. A., 4, Nelson Ave., Wellington Lane, Hull; Wyatt, L., High St., Warboys, Hunts.

All Prizes will be dispatched to winners in due course.

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See page 328.

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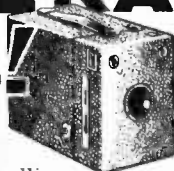
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Perpendicular floating.

enough to be able to swim across a stretch of deep water—you will want to "stand still" in it occasionally, and to rest without coming ashore. So then, *treading water* and *floating* should have secondary place in one's swimming programme.

If you have a knowledge of the breast-stroke, treading water will be fairly easy—it will not be very difficult if you have not.

Swim out until you cannot touch bottom, and then allow the legs to drop. When you have reached the perpendicular position required for treading water, you may begin to work the legs again, with a rather quick breast-stroke action. The whole movement is, of course, vertical—the legs draw up, kick out, and close together. There is no gliding pause as in actual breast-stroke, and the drawing up is rather shortened. Together with this kick the arms may perform a gentle paddling just in front of the chest, keeping their palms downward.

An alternative method is to work both legs exactly as when you run upstairs—the soles of the feet, pressing down one after the other, give the necessary constant support. The arms may paddle similarly in this method.

Treading Water.

When treading water is performed as it should be, the head remains steadily above the surface. A good swimmer can even keep his shoulders out. A very good way of testing the strength of your kick is to work your legs alone and hold the arms straight up above your head—it should be fairly easy to stay like this for perhaps half a minute.

Second article of a series.

LEARNING TO SWIM

By S. G. Hedges

Some useful advice for the beginner by
"Hobbies" swimming expert.

EVERY bather would like to become an all-round swimmer. The beginning of this, of course, is moderate skill with one or more strokes. But it is not

floating should next be studied.

The ideal way of floating is with the body horizontal along the surface, face upwards, and with the arms stretched beyond the head. Not everyone can achieve that, for a great deal depends on one's build. But you should try it. Lie on your back, inflate your chest; slowly sweep the arms round the surface until they are beyond the head, palms upward—and then wait. If you are to be successful, your feet must rise until they are at the surface. This bringing up of the feet is largely a matter of balance: the chest floats readily enough, and the problem is to balance the legs and feet by the head and arms. To do this the arms must be at full stretch and the head must be strained backward.

Do not assume that you are a non-floater because your first few attempts are not successful. This horizontal position is very difficult to acquire, except by the fortunate few who are exceptionally buoyant.

But there is an easier style of floating, which is of the same practical use for resting purposes. In this you do not trouble about raising the legs. Simply inflate the chest; spread the arms in line with the shoulders; lean the head back until only the mouth and nose are clear of the water, and allow the body and legs to hang limply down from the surface.

Life Saving.

Having got thus far in your general swimming development it is time for you to learn something of life-saving methods. A great many fatalities would be averted annually if all bathers had even the most elementary knowledge of what steps to take in an emergency.

It may happen at any time this summer—you may be swimming or strolling near to the sea's edge, when suddenly there may come a shout for help. And you may be the nearest person to the one in danger!

What shall you do?

Supposing you have never given a thought to the matter, and so are caught quite unprepared—how terrible if a tragedy should follow. But supposing you are ready with the knowledge and the ability—how splendid to be able to save a life.

Not always the expert swimmer is of most assistance in a drowning accident. Better be a moderate swimmer, with life-saving ability, than an expert without it.

First of all, whenever you are on a seashore, or at any bathing place, acquaint yourself immediately with the

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See page 348 for
Further Details!

whereabouts of lifebelts, ropes, boats, and such-like aids. Stage an accident in your mind occasionally and run over just what you would do.

Supposing a bather twenty yards out is taken by cramp and tumbled over by a wave, losing nerve and shrieking for assistance. Well, if the water is not deep, you might wade out and help him to shore.

Should the sea be very rough a human chain might be safer. In case of a heavy backwash you might fix a rope round your waist, and let someone on shore hold the end while you dashed out for the rescue.

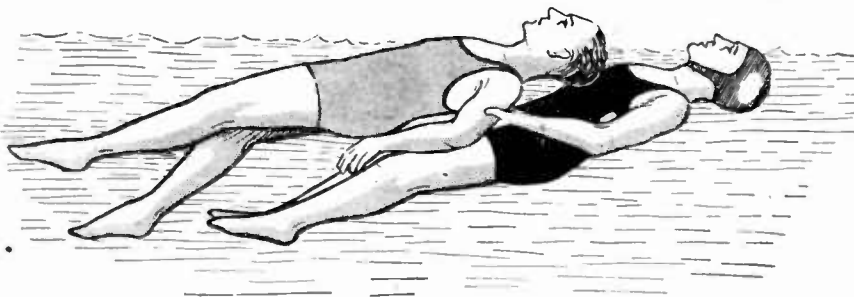
But the most common emergency is when a swimmer tires in deep water, or gets carried out from the shallows, and so loses nerve. In such circumstances, especially if you are not a competent swimmer, it may be advisable to fling a cork belt, plank, or anything that will give support until some rescuer can reach the drowning person.

Releases and Towing Methods.

But, providing that you are a moderately strong swimmer, with a fair mastery of back stroke, you may, with a little practice, equip yourself for rescue work in a very short time, by practising the various releases and towing methods with a friend.

The clutch of a drowning man is proverbially dangerous and the would-be rescuer must not be squeamish in effecting his release so that both may get to safety. Often it is possible to swim over the top of the attacker, so that he becomes immersed and in the confusion of swallowing water loses his grip.

To tow a drowning person to safety you should swim on your back holding him face up-



A rescue.

wards above you by gripping his arms just above the elbows. In this position you have firm control if he should struggle, and yet can keep his head well above the surface and drag him along, without much hampering your own kick.

If a drowning person is exceedingly violent when you approach him it is sometimes advisable to tread water until he becomes quieter.

A would-be rescuer is often concerned as to whether he should take off his clothes before going out. Except in very short distances the few seconds wasted in getting rid of shoes and coat are always more than saved in the subsequent speed of swimming.

Artificial Respiration.

Sometimes a person needing help remains quite calm, and is able to give assistance to his rescuer. In such a case get him to lie on his back with his hands on your shoulders and his feet beneath your chest. You will then swim breast-stroke and push him in front of you, for both your arms and legs will be free. If he keeps his arms rigid and presses strongly down on your shoulders he will keep afloat quite easily and scarcely hamper you at all. Everything depends on his correct position. See that his legs touch your chest, his chest bulges out of the water in front of your face, and his head is pushed back until his ears are immersed.

Should a person be brought to land unconscious, artificial respiration must immediately be commenced, and a

medical man sent for.

Remember that in any rescue the fraction of a minute may mean the difference between life and death.

In short, therefore—always be ready for a rescue!

A STAMP COLLECTOR'S EMPORIUM.

A RECENTLY introduced section of that well-known stores, Messrs. Selfridge and Co., Ltd., of Oxford Street, W.1, is the finely equipped philatelic section shown in the photograph to the right. It is replete with every conceivable requirement for the stamp collector. Here he may inspect rare as well as current issues, and he will find that the assistants are something more than mere salesmen, for they are each experienced in philately and are able to discuss in an interesting way the world of stamps. The stamp collector will find plenty to interest him in this section, which is an endeavour to give a fresh complexion to the usual stamp emporium. It is modern, light, and the issues have been carefully arranged so that they can be progressively inspected.





GUT casts are often stained for fishing; you can buy them ready dyed in various colours, as mist-blue, sorrel, green, and "camouflaged." But in case you wish to stain clear natural gut yourself, then the following formulas will help you. To obtain a green weed shade, first boil the gut in a solution of alum to get rid of the grease, and then in a solution of indigo with sufficient turmeric to get the exact shade required. Strong green tea will also impart a pretty good green stain if the gut is left to soak in it for some time. Green hues can also be obtained by boiling a piece of green baize in water and immersing the gut in it. A brown shade can be imparted to gut by soaking the cast in coffee; the gut should be put into it whilst it is very hot, and be allowed to remain for some hours till the desired tint is arrived at. An amber or yellow stain is obtained by taking a handful of common barberry tree and steeping it in boiling water. Let the gut remain a couple of hours, and dry in a fairly warm room. Blue-black writing ink will give varying shades of colour according to the length of time that the gut is allowed to soak in it. To make gut a "water colour" take a teaspoonful of red ink, same amount of soot, and about a third of a cupful of water; simmer over a fire for ten minutes; when cold, steep your cast in it until the desired stain is achieved.

Preserving Natural Baits.

To preserve minnows, loaches, gudgeon, etc., to keep for future use as baits for pike, trout, etc., the best solution is formalin. About a tablespoonful of formalin in a tumbler of water is a good mixture; put your baits in this, and leave for a day or two, then remove and place in a suitable glass bottle or jar in a slightly weaker solution. This will keep them for months in good condition.

Dressing a Silk Line.

There are many methods of dressing a silk line in order to preserve it. Trout lines are generally dressed when bought; but if you should desire to treat an undressed line, try the following: Take a tablespoonful of linseed oil (boiled), beeswax and resin, pieces about the size of a walnut; pulverize the resin and cut the wax into thin slices. Put them together in a jam-jar in boiling water till dissolved, mix with a piece of wood, and put the line in when the mixture is warm. Afterwards hang it up to dry, stretched out in an airy room, and clear off any superfluous liquid by taking a piece of sponge between the finger and thumb and rubbing it along; rag will do if sponge is not available.

A Useful Bag.

You can make a useful fishing bag out of a piece of good waterproof material. A convenient size is about 16in. long by 12in. deep, and it should be fitted with a flap and two buttons and a short strap and buckle. A buckle or a curtain ring attached to each top corner will serve for the shoulder strap attachment. The interior should be divided longitudinally by a third piece, and all the seams should be carefully turned in, double-stitched, and varnished. If one of the interior compartments is lined with rubber material it will be all the better, as after fish have been placed in it the bag can easily be washed out. (See illustration.)

Preparing Worms for Fishing.

Worms for hook baits should be well scoured, tough, and lively. They should be procured a few days beforehand and placed in a porous flower-pot in fresh clean moss to scour. Some anglers sprinkle a little milk over the top of the moss. To keep a stock of worms they should be placed in an old tub filled with good leaf-mould and bits of old sacking, with a layer of moss on the top. Inspect the worms periodically and remove any dead ones. The best kinds of worms to keep handy for hook baits are red worms (frequently called cockspur worms), found in decaying vegetable matter, old leaves, and soft soils. Marsh worms and the striped brandlings are also useful.



A simple and easily made fishing bag.

Curing a Tacky Line.

Sometimes a dressed line becomes tacky or sticky, and is rather more than a nuisance in consequence. One method of dealing with it is as follows. Mix some ordinary whiting in a deep saucer or similar receptacle with cold water until it is of the consistency of thin cream; coil up the line and immerse, leaving it in the mixture for two days or so, taking care that all parts of the line are thoroughly coated with the preparation by turning it occasionally. Hang up the coils to dry, shake off any superfluous whiting, and rub down with a cloth or piece of soft chamois leather.

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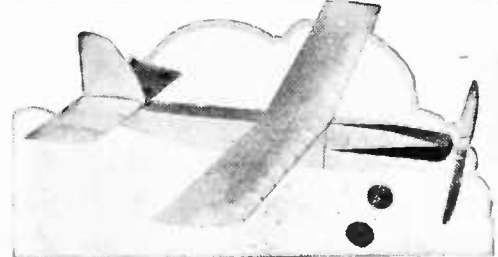
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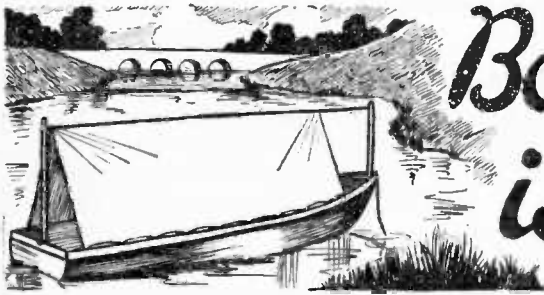
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Boat-Camping is Great Fun!

By A. Sharp

AN interesting and jolly sort of holiday is boat-camping. If you have read—and who has not?—that entertaining book, “Three Men in a Boat,” you will doubtless have experienced a desire to emulate Harris and George and their pal, living your holiday in a boat, sleeping on the bosom of the river or beneath the stars. Such a holiday is adventurous and romantic.

A good boat can be hired by the week or fortnight from any of the boatyards on the river. It is advisable to hire a fairly roomy craft, as comfort is essential, whereas speed is of no matter. A likely boat is a pair-oared pleasure skiff, about 18ft. by 4ft. 6in. By removing the middle thwart you have a fairly big space available for sleeping accommodation. All that you require is a mattress to fit this space and the necessary blankets. The tont may be fixed up so that the craft is covered from stem to stern. The method of supporting and erecting the cover is simple enough, either by a light iron framework made to fold into a small compass, or by two short masts, one fixed at the bow thwart, and the other at the after thwart; between these masts and secured to their tops is a light ridge pole, over which the tent cover—which should be of green Willesden canvas—is stretched; this is then fastened down to the ends of the boat and around the sides by strings looping on to hooks at short intervals. A very snug “house” when all is tightened down for the night. In the daytime the canvas is rolled up and the masts taken down.

A Patrol Tent.

Or, if you prefer it, you can take along an ordinary “Bivouac” or patrol tent, and pitch camp on the river bank, after mooring the boat somewhere handy. There is, however, one thing to be remembered; some bank owners object to camping, so that you need to make sure that there is no objection to your pitching a tent on land before you do so; it is not always possible to camp by the river without trespassing on private property; always obtain the necessary permission, rather than risk it.

When camping in the boat itself, which is the greater fun, select a spot well sheltered from the wind, away from the towing-path, and beside a bank low enough and convenient for an easy landing. Secure the craft at both ends, with ropes sufficiently long to allow for the boat rising and falling in any swell caused by the passage of motor-craft or river steamer. Always make quite sure that the boat is properly tied up before retiring for the night.

It is a good plan to take along two fairly large wooden boxes. One box you keep for the things needed during the day, and the other for the night things. In the day box you carry stove, fry-pan, kettle, oil, tin-opener, etc., and in the night box, a collapsible lantern, candles, matches in a corked bottle, slippers, etc. Foodstuffs should be procured fresh daily from the village shops on the banks of the stream; it is a nice change to take some of your meals in a café or riverside inn.

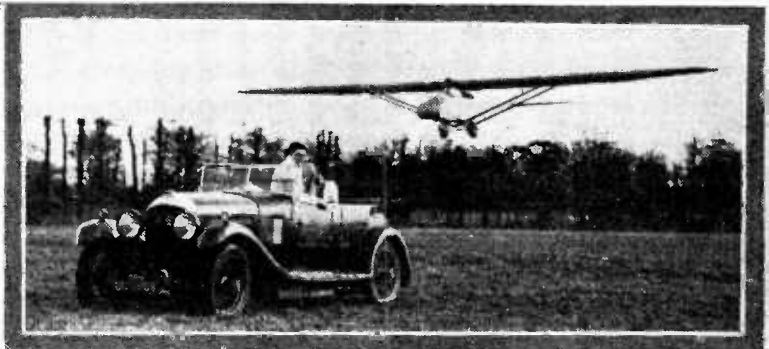
Hints on Clothes, etc.

Boots, well greased, are preferable to shoes when camping on the river, as the meadow grass is wet with dew at early morning and in the evening. When turning in for the night, take off boots and put on a pair of canvas slippers. Boots for boat-camping, by the way, should be stout-soled and strong, for your feet need protection from the stumps and tree-roots with which river-banks abound. It is better to take the trip in easy stages, stopping frequently. Pastimes you can indulge in will include fishing, bathing, swimming, etc., and if one member of the party can play a mandoline you can have music at evening. The early morning swim, followed by a run along the bank to get warmed up, will give you an excellent start for the day.

Almost any navigable river or canal will afford opportunities for boat-camping, providing there is a boatyard where a suitable craft can be hired. Your party should not be too large, three or four at the most to share the cost and to assist in the work of towing and other duties.

FIRST LESSONS IN FLYING

In a demonstration at Hanworth Aerodrome the usual elastic catapult method of launching was dispensed with, and the glider was quite successfully towed off by a car.



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 Write down the names of the principal objects shown on the designs of the two sets of six stamps here shown; one only for each stamp. Take the initial letters only of the names and arrange them to form the name of a stamp-issuing country (of six letters).

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 Competitors may send in as many attempts as they like.

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The first prize will be given to the competitor who sends in the set of four coupons with correct solutions. If no competitor succeeds in finding the correct results the first prize will be given to the sender of the solutions which are most nearly correct, and the other prizes will be awarded on the same principle.

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SPECIAL NOTE!
 SEE LAST WEEK'S ISSUE FOR AN
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 THE FINAL (FOURTH) SET WILL APPEAR
 NEXT WEEK.



Conducted by P. L. PEMBERTON.

the word Stamps in the top left-hand corner.

THE perplexities of the beginner in any pursuit are likely to be forgotten by those who have attained a measure of proficiency. I have been reminded of this by certain frequently recurring queries received from readers. In the hope of interesting such young collectors as seem to be in need of a little guidance on these simple matters, I will devote this article to a consideration of some points on which there is apparently a general interest among budding philatelists.

Comparative Rarity

There seems to be a general belief among collectors and young beginners that the older a stamp the more it is worth. Many people seem unable to understand that rarity, and rarity alone, is the touchstone of value. I have so often been asked what makes some stamps valuable as compared with others, that I offer no excuse for labouring a point which most people would regard as self-evident. There is an old proverb which says, "All that is rare is dear; that which is everyday is cheap," and all experience proves the truth of this. Many kinds of stamps have been saved in large quantities and so are common; of other kinds, comparatively few are available, and these are uncommon; their values are graded accordingly, and with the precision of long years of experience swayed by the laws of supply and demand. High up in the scale are varieties that are so uncommonly uncommon that a Ceresus might comb the markets of the world without turning up a specimen. It is true that most of the great rarities date from early

days, but not all by any means; there are stamps of quite recent years which were issued in such small quantities that they are exceedingly rare, and others dating from before 1850 which were used in such large numbers that they are exceedingly common.

Condition.
 Another point on which some collectors seem to require schooling is the importance of "condition." Of the stamps that are sent to the Editor for valuation, quite 75 per cent. are in such poor state as to be quite worthless. I cannot too strongly urge upon collectors the absolute necessity of rejecting every stamp that is not perfect in every respect. Thirty years ago collectors were not so particular, and were content to fill spaces with stamps which to-day would be consigned to the flames without another thought. The demand for perfection has grown with the intensified study of stamps, so that a common stamp in unimpeachable condition is now of more account than a rarity with a chunk out of it. In the case of stamps of high price the slightest defect, such as a thin spot in the paper, a crease, a pinhole, slightly clipped perforations or imperfect centring of the design as regards the perforations (known in the collectors' jargon as "off centre"), reduces the

market value by more than a half; and if a stamp has any of these defects in a marked degree it becomes almost unsaleable at any price. In the case of an imperforated stamp, the size of the margin is the prime consideration. Specimens with large equal margins on all sides are worth immeasurably more than stamps cut close, and if the design is the least bit cut into the value drops almost to zero. Old collections generally contain only a very small proportion of perfect stamps, consequently they are almost invariably a source of great disappointment to their owners when they come to sell.

Forgeries.

Young collectors whose purchases are confined to inexpensive stamps have little to fear from counterfeiters. The unscrupulous faker generally confines himself to imitating scarce stamps, and though there are exceptions, they are too infrequent to be troublesome to the beginner. Some people have an idea that if a collection has not been added to for fifty years or more all the stamps must be genuine. This is a great fallacy. Forgeries were more rife in the early 'sixties than they have ever been since, and old collections nearly always contain a good sprinkling of those early "fudges." In former days, however, forgeries were very crude. They found a wide market because early collectors were ill-informed; the lithographed presentments of the engraved or typographed stamps which imposed upon our grandfathers, only cause amusement to collectors of to-day. Much greater skill and cunning is required by the modern faker, and it requires a good deal of expert knowledge to detect some of his wares. This, however, as I have said, is a bogey that the beginner need not worry himself about—it is the concern of the advanced collector, who protects himself by exercising care in the acquisition of specimens and the choice of his market.



A French Congo stamp very much off centre and therefore almost unsaleable.



A fine copy of a Bavarian stamp of 1849 which can still be bought (used) for 3d.

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Any handyman can make this stand with a few odd pieces of fretwood and a fretsaw. Here is exactly how to do it.

HERE is a simple type of table electric lamp made of wood with a shade of stout card-board. In making the base cut out a 6 1/2 in.-sided square in 3/4 in. oak and form 3/4 in. wide chamfers on the four top edges, as shown in Fig. 1. Now draw diagonal lines across the piece and set out the two mortises to take the uprights. These uprights (see Fig. 1) are four in number and when shaped and glued together form the central standard of the lamp. Each piece is 1/2 in. thick, and the mortises in the base will be thus 3/4 in. apart. Drill a 3/8 in. hole in through the centre of the base for the flex to pass through.

Then trace off the design and transfer it to the other half of the paper by means of carbon paper. Allow an extra 1/4 in. margin on the lower edge, as shown, for turning up later. Cut out the openings and outer shape with a sharp penknife.

Making the Shade.

Lay the large sheet of card flat upon a table and mark out the four sides (Fig. 5), commencing with A placed centrally on the card. It will be found that all the other three sides will fit properly on the sheet by simply moving the templet to fit along the sloping sides. Allow a half-inch margin of card all round and to the long edge of the last section, this being required for gluing. Cut the complete outline, turn up the lower margin and glue to the inside of the shade to give additional strength. Having completed the cutting-out, place the card on a flat table with the line to be bent exactly on the edge. Lay a flat ruler on the top of the card and proceed to bend down the card to the scored line. Glue the flap of the fourth section to the first, keeping the top and bottom quite even. A hole should be drilled in the four sides of the capping piece of the stand and four pieces of light brass or copper strip, cut 5 in. long and about 1/4 in. in width (see Fig. 1), fixed by screws. The electric bulb fitting will be screwed in the tops of the supports. The wire carried up to it through the centre.

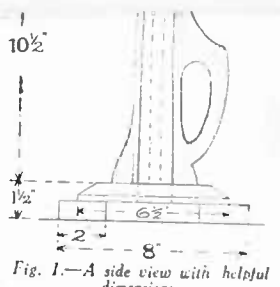


Fig. 1.—A side view with helpful dimensions.

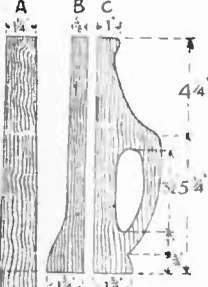


Fig. 2.—The parts forming the central hollow column.

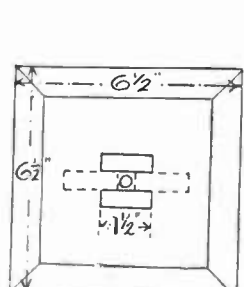


Fig. 3.—Looking down on the base. Two mortises for the column are shown.

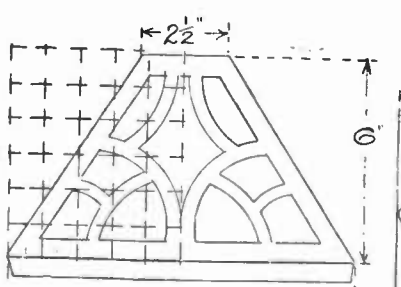


Fig. 4.—One side of the shade, marked out so it can be re-drawn.

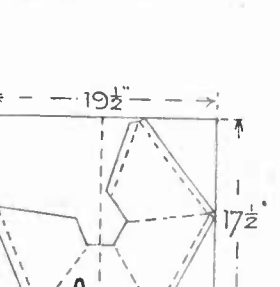


Fig. 5.—How the shade is laid out to get the right shape.

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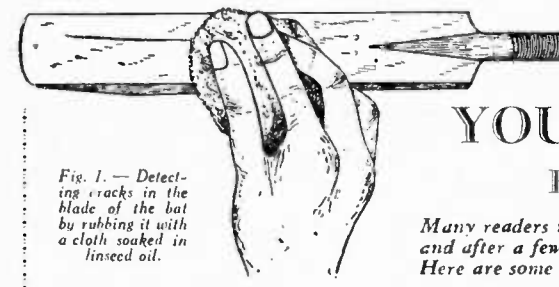


Fig. 1.—Detecting cracks in the blade of the bat by rubbing it with a cloth soaked in linseed oil.

REPAIRING YOUR CRICKET BAT

By **W. J. Saunders**
Many readers no doubt have a cricket bat which is considered a favourite, and after a few strenuous seasons the blade is apt to develop a weak spot. Here are some useful hints that will make your bat last you another season.

It is not at all a difficult matter to restore a worn bat, provided, of course, the nature of the trouble is not a broken handle. Should the splice of the bat become broken it is hardly worth while attempting a repair, unless, of course, the blade is in fairly good condition. For the present we will deal with the touching up of the weak spots found in the blade, which, when put right, will make all the difference to its performance, providing, of course, you handle it with something like your old form.

The most common fault is one or more small cracks which develop in the front portion of the blade, which are caused by the constant knocking of the ball. These cracks are often so small that they cannot be seen by merely looking at the bat, so some means of spotting them must be employed. Quite an easy way to detect any small cracks in the blade is as follows.

Detecting Cracks in the Blade.

Obtain a wad of soft cloth and some linseed oil, and well soak the cloth with this. Now well rub the surface of the blade with the linseed wad in the manner illustrated by Fig. 1, sweeping it from end to end in the direction of the grain. This should be repeated two or three times with more oil applied to the wad, and then the bat is put on one side for a few hours. After a suitable interval the bat is taken up, and if there should be any small cracks in the surface they will show up in dark lines. Now these cracks should be attended to without delay, for if the bat is continually in use they will in time develop into a split, which means a little more trouble in repair. As a rule the cracks may be repaired in the following manner:—

First of all, make a number of holes about 1/16 in. deep with a Bradawl close to each side of the crack, as shown in Fig. 2. Now get a piece of hard wood, and by means of a sharp pocket-knife shave down some small pegs a

chisel or a pocket-knife. The repair is finished off by giving it a rub with a piece of fine-grade sandpaper.

Binding the Blade.

Perhaps you have been unfortunate in allowing your bat to develop a split in the blade; then, if so, the repair must be done by means of a binding. The pegs may be inserted close to the split in the manner described, and then the binding is done in the following manner:—

Obtain some fine cord and a piece of beeswax, and well rub a length of the cord with the wax. The cord is easily waxed if the piece of beeswax is allowed to rest in the palm of one hand, and then drawing the cord through the hand over the wax. This should be continued until the cord is well waxed.

The binding is a little tedious if done alone, but if you have a wooden bench vice the bat may be lightly held in this, which will give you both hands free. Commence the binding by laying about three inches of the cord along the back of the blade, as indicated at X, Fig. 3. Now hold this end in position, and start off by binding firmly and evenly round the blade. After a few turns, the end of the cord will be made secure and then you will have both hands to do the remainder of the turns.

Finishing off the Binding.

Do the binding in a thorough manner, taking care to pull the cord quite tightly round the blade, and with each turn close up but do not let any overlap. The binding is finished off in the following manner:—

Cut about six inches of the cord, and form a loop over the binding, as shown at Fig. 4. Now continue the binding for about another half-dozen turns, and then slip the end through the small loop as shown. Next place your hand firmly over the binding, and then pull the end under by pulling the ends of the loop together. Providing you do this by hand, the binding will be



Fig. 2.—Closing the crack by driving in a number of wooden pegs.



The Completed Game.

A New Kind of MARBLE ALLEY

A game that is different from the ordinary one you play. It is worth making up as set out here.

deal of fun is to be obtained from the game, since the marble is rolled up the board and disappears in the slot at the back. The score is decided by the marble rolling into one of the divisions and reappearing in the front. You may decide to try for a ten only to be greatly surprised if the marble turns up in division one or two. The alley is quite straightforward to make, and should be undertaken in the following manner:

The Base Board.

Commence by making the bottom piece indicated in Fig. 1. Cut a piece of 1/2 in. wood 2ft. long by 8in. wide, and take care to get the sides nice and square. On one end of the wood mark a distance of 1in. from either side, and then make marks 1/2 in. apart between this distance. On the marks thus made, neatly glue nine strips of 1/2 in. by 1/2 in. long parallel with the sides and with 1/2 in. width facing upwards, this being clearly shown in Fig. 1. All glue must be removed from the face of the channels thus formed in order to provide a clear way for a small marble to roll.

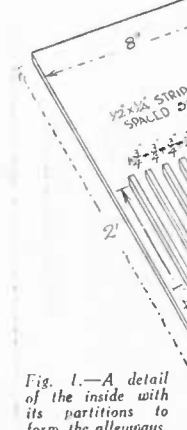


Fig. 1.—A detail of the inside with its partitions to form the alleyways.

with one corner of each rounded off. The sides are fixed on the top edges of the base with glue, taking care to allow a gap of 1/8 in. at the end to take the back piece.

The front strip required is a piece of 1/2 in. by 1/2 in. stripwood 8in. long. Fix this neatly to the front with a couple of small nails driven through into the front of the side pieces. Due attention should be paid to the back, which will be all the more pleasing if one of Hobbies wooden ornaments is fixed. First cut a piece of 1/2 in. wood 8in. by 6in. and angle one end down to 4in. as indicated in Fig. 2. The dotted lines in the centre show the position of the diamond ornament (No. 207) which is a raised diamond, 4in. long by 1 1/2 in. wide. The diamond is fixed in position with glue, and then the completed back is fixed with a few small tacks driven through into the back ends of the side pieces. The top of the alley is illustrated in Fig. 3, and this is cut 1ft. 10in. by 8in., taking care to get the sides square. A distance of 1in. from one end cut an opening 7 1/2 in. long by 1/2 in. wide.

Fig. 2.—The size and shape of the back.

S	I	L	I	C	A	I	T	A	L	I	C
C	A	E	R	O	B	A	C	I	N	E	T
R	A	E	R	O	L	E	S	T			
E	B	B	E	R	D	U	M	A	S	E	F
W	R	E	N	T	A	Y	P	A	R	E	
S	A	T	I	N	R	B	O	R	E	R	
Z	H	O	B	B	I	E	S	T			
P	I	P	I	T	L	G	E	S	S	O	
L	E	A	L	T	E	A	R	E	A	P	
A	R	C	D	U	S	T	A	W	E		
Q	K	H	A	N	O	A	R	S	N		
E	D	I	T	O	R	L	E	E	W	A	Y

This is the correct solution to the Cross Word Puzzle in our Competition Page of April 25th. The name of the winner has already been announced.

marble to roll down with ease, a foot, 8in. long by 1in. thick by 1/2 in. wide. is glued on the bottom at the back. The top edge is cut with a slight taper to allow the foot to bed nicely on the bottom. A coat of stain should be applied, which will add a nice appearance to the finished alley. When playing the game the small marble used should be able to roll down between the stripwood easily.

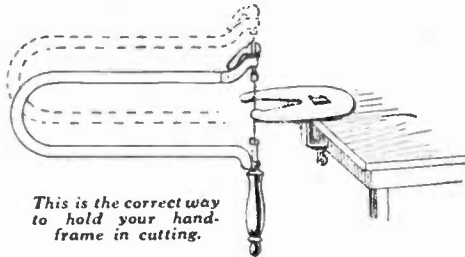
Fig. 3.—The top has a slot cut in to allow the marbles through.

Do you hold your fretsaw correctly?

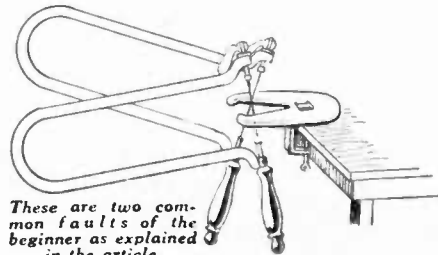
FRETWORK competitions always reveal one of the common faults of the beginner, and it is always easy for the judges to see where a fellow has not been doing his work properly. When you first have a fret-

is when exceptionally large work is being undertaken, when the parts cut demand a wide sweep.

This, then, is one of the causes of bad cutting—using a frame too large and too heavy. This fault not only tends to make the wrist ache, but is liable, also, to make the frame drop at the back. This throws the sawblade out of upright, and, in consequence, a slanting cut is made in the work. With the frame held correctly, the sawblade runs up and down in a vertical stroke, and cuts the wood the same through all its thickness. If the frame



This is the correct way to hold your hand-frame in cutting.



These are two common faults of the beginner as explained in the article.

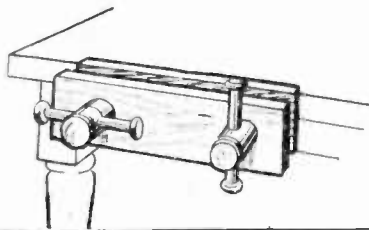
work handframe, it seems to be heavy at the back, and the steel arms may have a tendency to drop. This may be because you are endeavouring to use a handframe of too large a size. They are obtainable, remember, in various dimensions, from 12in. to 20in. The young beginner should choose a fairly short frame—about 12in. or 14in. is long enough—and get used to holding it correctly before attempting to use a large one. The only occasions, indeed, when the 20in. frames are used

is sloping backwards, on the other hand, the part of the blade which meets the underside of the wood, makes a cut a little in front of that on the top. In consequence, the cut-out pattern beneath the wood is a little larger.

The FRETWORKER'S A B C (concluded)

V VICES

There are many different kinds of vices, but the Bench Vice illustrated is probably the most generally useful. It costs only 2s. 3d., and can be screwed to a bench or table easily. It has a double clamp to get a firm grip of the wood, and is an essential to good work.



We could not find suitable requirements beginning with Q, U and Z. Perhaps a clever reader can suggest something applicable.

W WOODFILLER

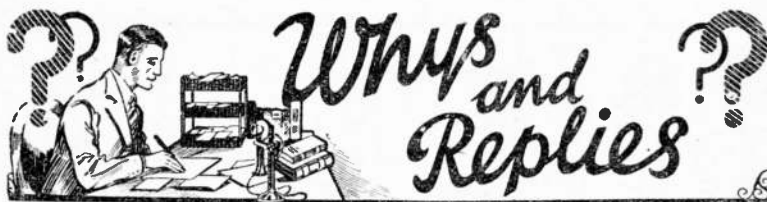
Woodfiller must be used to fill the grain of wood before it is polished or stained. It is usually a composition of plaster of paris and turpentine, used in the form of cream. The Hobbies Woodfiller is sold in tins ready for use, and is rubbed into the grain with plenty of elbow-grease, and the superfluous flakes left over wiped away with a cloth.



X XYLONITE

This is a thin composition like stiff celluloid, but with a black polished surface. It is easily cut with the fretsaw, and particularly suitable for small distinctive overlays and ornaments. Supplied in panels 12in. by 6in.





Let Your Editor Help You. Address your letters and queries to The Editor, "Hobbies," Geo. Newnes, Ltd., 8-11, Southampton Street, Strand, London, W.C.2, enclosing a stamped, addressed envelope. All letters and queries must bear the full name and address of the sender.

Our Model Making Competition.

MENTIONED last week that I had concluded arrangements for another model-making competition, and I may now disclose that the model will be of the White Star Line M.V. *Britannic*. This fine ocean-going liner particularly lends itself to the production of an attractive water-line model. For the best models submitted a motor cycle and hundreds of other prizes will be awarded. The competition is free, and there is nothing to buy. The design from which the model is to be made will be printed in HOBBIES, and next week I will announce the exact issue in which it is to appear. By the way, full instructions will be given in the paper explaining how the model is to be erected.

Another Puzzle Picture Competition.

IN this week's issue the promised Crossword Puzzle appears. Picture Puzzle enthusiasts, however, will be interested to learn that I have already prepared another series of Puzzle Pictures, and these will be published shortly. There will be the same lengthy prize list as before.

Interesting Letters.

AT the risk of being accused of tergiversation (hope you get that word right, Mr. Printer!) I want to repeat that I am awarding books or silver pencils for the most interesting letters I receive each week. The books are to be selected from George Newnes', Ltd., list, should the competitor elect to have a book instead of a silver pencil.

Queries by the Hundred.

QUERIES on almost every conceivable subject continue to arrive at my office. The more the merrier! The purpose of my technical staff is to assist readers out of their difficulties. I want you to feel that there is real service behind HOBBIES. It is forty years since No. 1 of this paper first saw the light of day, and for that period our pages

have been designed to instruct the amateur and home mechanic in all the practical arts and crafts as well as in hobbies which are purely aesthetic. I was not, of course, in the editorial chair when No. 1 went out to the public, but my files bear ample testimony to the range of subjects covered. The parents of many of you who read these notes

NEXT WEEK.

FREE DESIGN CHART FOR A
MODERN WEATHER COTTAGE

MAKING A SUNDIAL

A HOME-MADE BATTERY

AN ÆOLIAN HARP

LEATHER TOOLING

CHEMISTRY FOR AMATEURS

Model Aeroplane Topics—
Stamps — Electrics — Model
Making—Cycling Notes, Etc.

will probably admit that they learned a great deal from this journal, even as you to-day, I hope, are doing. So let your queries continue to pour in. Write to me as often as you can: for I am anxious to continue the personal relationship which now exists between Editor and Reader.

A Model Hot-Air Engine.

IN next week's issue the promised article on the construction of a model hot-air engine will definitely appear. It has been designed by an expert and I can assure you, works extremely well.

QUERIES AND REPLIES.

Ilford and District Model Railway Club.

Mr. R. L. Riddle, at 1,039, Romford Road, Manor Park, London, E.12, asks us to state that he has started a club under the above title, and would like all local readers interested in the subject of Model Railways to get into touch with him.

White Paste for Canvas Shoes.

J. H. (Bristol) wishes to know how to make white paste for canvas shoes. Scrape pipeclay into a saucer, add a few pieces of oxalic acid and a very small portion of washing blue, and then pour on warm water until the paste is of the required thickness. If a paste of not quite such a dead white is desired, scrape in a little buff-ball after the oxalic acid has dissolved. In using the paste well rub it into the shoes, allow to dry, rub out, and lightly brush.

Making Metal Polish.

Recipes for metal polish are innumerable, L. M. (Workshop), but the following is guaranteed to be satisfactory. In a high-class polish for silver and similar metals the essential ingredients are silica (the abrasive), tin peroxide or putty powder (the polishing medium), and a vehicle such as petrol, etc. The silica and putty powder must be absolutely dry and in a state of chemical fineness or infinite subdivision. Equal quantities are mixed together and then stirred into a warmed mixture of 12oz. solid paraffin (candles), 4oz. of naphthalene (albicarbon), 2oz. of beeswax, 1½pt. of paraffin oil, and 6oz. of turpentine. Make the wax mixture first, and correct its consistency by adding more solids or more liquids as may be required. Test the finished polish, and add more polishing ingredients or more vehicle, until the best results are obtained. For ordinary metals, such as brass and copper, use, instead of the polishing ingredients already mentioned, flour emery, in the proportions of 1 part or 2 parts of emery to 4 parts of the vehicle already given. For liquid polishes, merely increase the proportions of the paraffin oil and turpentine. The maker of metal polishes may find it worth while to experiment with other vehicles, including petrol, turpentine, substitute, olein, etc., and with other polishing media, such as tripoli powder, rotten-stone, crocus, etc. A secret of success is to reduce the polishing media to impalpable powder and to wash it, by the principle of levigation, to remove all grit.

Power for Model Aeroplanes.

A model aeroplane requires a quarter of its total weight in propeller thrust to fly it, A. B. (Bournemouth), so that if your model weighs 6oz. you will require 1½oz. propeller thrust. You can measure the propeller thrust by suspending the model on a spring balance, fully winding the elastic and releasing it, noting the difference between the weights registered before and after releasing the airscrew. This difference is, of course, the static thrust. The dynamic thrust, that is to say, the thrust developed when the model is in motion, differs from the static thrust owing to airscrew slip, etc., but the static thrust is a fairly accurate guide.

Cutting Metal with a Fretsaw.

Yes! L. O. (Darlington), it is quite possible to cut sheet brass with a fretsaw. Place a piece of oiled blotting-paper above and below the piece of brass to be cut, and then clamp this between two thin pieces of fretwood, nailing these together. The design to which the sheet brass is to be cut should be drawn or pasted on the wood.

Motor-Cycle Queries.

The smallest motor-cycle made, K. D. (Doncaster), is a French machine of only 75 cubic centimetre capacity. These are not obtainable in England. There are seventy-three different makes of British motor-cycles, and forty-three British dirt tracks.