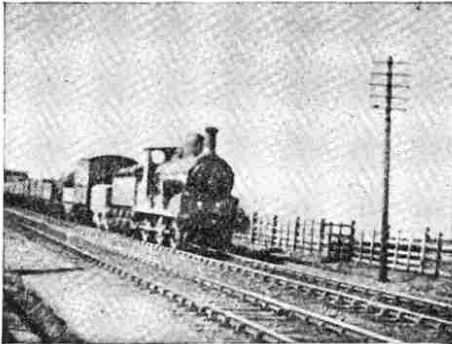


Take
Snaps
like this!



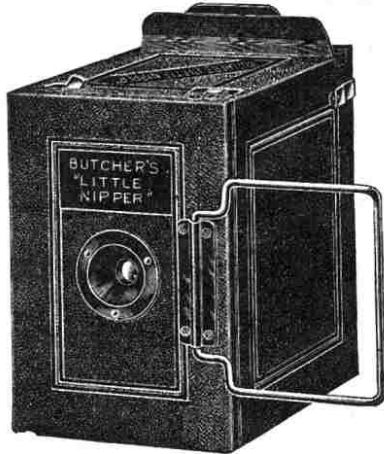
This snap of Locomotive No. 66 (0-6-0) Lancs. & Yorks. Railway, was taken by Master Norman Wood, a reader of the "M.M.," to whom we are obliged for permission to reproduce it.

WITH A

**LITTLE
NIPPER**

PRICE **5/6** COMPLETE

PLATES :—6d. per packet of Six.



Every Boy and Girl who buys a LITTLE NIPPER gets FREE:—Membership of "The Little Nipper Club." "The Little Nipper Times," Monthly. Advice and Prize Competitions in which all have an equal chance.

OF ALL CHEMISTS AND PHOTO DEALERS.

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W. BUTCHER & SONS LTD.,
Camera House, Farringdon Avenue,
LONDON, E.C. 4.

NINTH PHOTO COMPETITION

Wembley Photographs Wanted

SIX SPECIAL PRIZES

Many Meccano boys will visit the British Empire Exhibition at Wembley this year, and in the many miles of grounds, with their amazing variety of attractions, the glimpses of Colonial life, and the wonderful architecture, they will see scenes that will live long in their memories. These scenes, and the exhibits generally, offer a splendid field for the amateur photographer, and there will be many visitors who will take home with them photographic reminders of the greatest Exhibition the world has ever known.

To encourage Meccano boys to take photographs during their visit, we have arranged a splendid photographic competition on entirely new lines. Competitors will be required to send in sets of at least three different photographs illustrating a Meccano boy's visit to Wembley. More than three photos may be sent if desired, and there are no restrictions as to which part of the Exhibition they represent. Snaps of the Palaces of Engineering or Industry and their exhibits, the Overseas sections, and the Amusement Park are equally eligible.

The competition will be divided into two sections:—

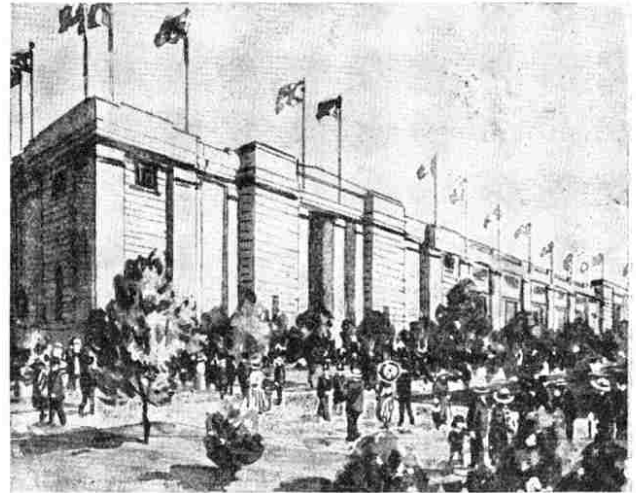
(a) For readers of 14 years of age and under.

(b) For readers over 14 years of age.

The first prize in each section—Meccano goods to the value of £1 1s. 0d.—will be awarded to the competitor sending in the set of photographs that best illustrates the spirit of the Exhibition. There will also be prizes of two pairs of Meccano Double Head-phones and two Meccano Crystal Receivers No. 1 for the next two

competitors in order of merit in each section.

The conditions of entry are that the back of every print must bear the name, address, and age of the competitor.



The Palace of Engineering, Wembley

Although photos may be developed and printed by persons other than the entrant, the plate or film must have been exposed by him. It should be stated on each print submitted by whom the photos were printed and developed, as in the event of a tie, this fact will be taken into consideration. Any entries not fulfilling these conditions will be disqualified, and it should also be remembered that no photographs can be returned. The closing date of this contest is 30th September, 1924. Mark your envelopes "Exhibition" in the top left-hand corner, and post early to the Editor of the "M.M.," Binns Road, Liverpool. The winning set of Exhibition photographs will be printed in the "M.M."

The Torque Converter—(cont. from p. 187)

a 5 lb. weight to the other end. Uncoupling "Constantinesco" for a moment, I showed my audience that the motor could not pull up 5 lb., even though going "all out." Re-fixing "Constantinesco," and using piano wire instead of cord, I proceeded to make the model pull, not only 5 lb., but 10 lb., 15 lb., 20 lb. and finally 25 lb., to the great astonishment of all present! At 25 lb. the wire snapped, and the rod, relieved of its load, must have broken all records, for the motor was doing well over 1,000 revolutions per minute, and so the back axle must have been doing something like 500 or more with the eccentric doing about 1500!

Rods are inclined to bend under the great strain of lifting 25 lb. and the vibration of the whole of the model when lifting this weight is terrific—so much so, indeed, that after a brief run it becomes

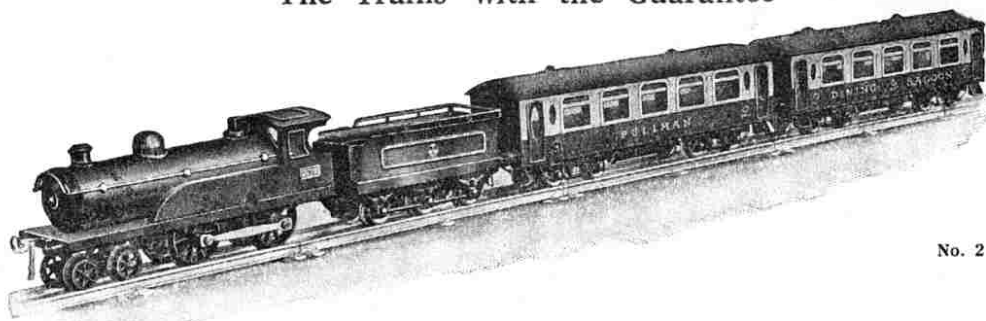
vitaly necessary to stop and tighten up a few nuts! The Editor of the "M.M." was careful to explain in his article in the April issue that the Meccano model does not show the working of the actual gear, but only the principle on which it is based. I have no doubt, therefore, that the actual gear does not vibrate in this manner, or if it does Mr. Constantinesco has some means of damping it down by mechanism that counteracts the excessive vibration.

In conclusion I should like to say that since building the model I have spent many hours of my spare time in experimenting with it, with keen enjoyment, for the model is really fascinating to watch. I hope these few notes will encourage those who have not already constructed the model to do so at once, and also suggest a few experiments to those who have built the model.

FOR YOUR NEXT BIRTHDAY PRESENT CHOOSE

HORNBY CLOCK WORK TRAINS

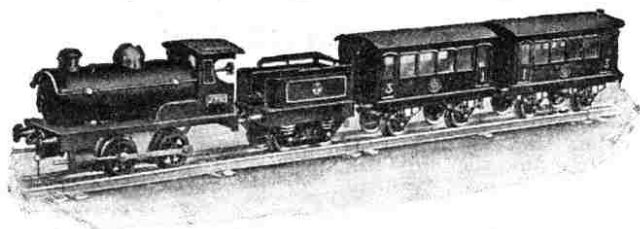
The Trains with the Guarantee



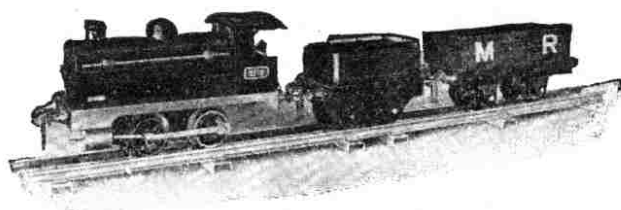
No. 2 PULLMAN TRAIN

You have no idea how much fun you can have with a Hornby Train. Shunting, coupling-up the rolling stock and making up trains to dash around their track as realistically as the real thing, will give you hours of pleasure. Hornby Trains are beautifully finished, strongly made, and will last for ever. One of their most remarkable features is that they may be taken to pieces and rebuilt. All the parts are standardised and any lost or damaged part may be replaced with a new one.

There are over 40 train accessories—stations, signals, lamps, a variety of wagons, level-crossings, turntables, etc., each of which is built in correct proportion and beautifully finished. New accessories are added to the system from time to time. Ask your dealer to show you the latest specimens or send to Meccano Ltd., Binns Road, Liverpool, for a full price list which will be sent (post free) on application.



No. 1 PASSENGER TRAIN



No. 1 GOODS TRAIN

HORNBY TRAIN PRICES

No. 1			
Goods Set	...	25/6	Wagons ... each 3/9
Passenger Set	...	35/-	Tenders 3/6
Locos	...	each 16/-	Passenger Coaches .. 6/6

No. 2			
Goods Set	...	45/-	Wagons ... each 3/9
No. 2 Pullman Set	...	70/-	Tenders 4/-
Locos	...	each 30/-	Pullman Cars ... 16/-

HORNBY TANK LOCOS



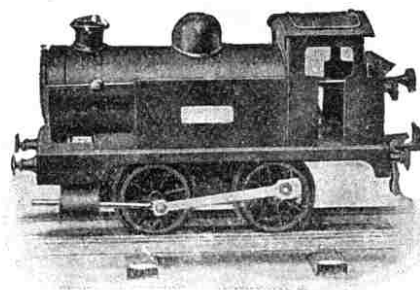
No. 2

The Hornby No. 2 Tank Loco is a powerful model embodying all the characteristics of the Hornby Train. It is 11½" in length and is fitted at both ends with a special bogey. Beautifully finished in colours; lettered L.M.S. and L.N.E.R., with reversing gear, brake and governor. Suitable for 2 ft. radius rails only.

Price 32/6

Guarantee

Hornby and Zulu Trains are tested, and their efficiency is guaranteed. A form of guarantee is furnished with each loco, and we undertake to repair, or replace at our option any loco that fails to run satisfactorily from any cause other than misuse, within 60 days of purchase.



No. 1

The Hornby Tank Loco No. 1 is a strong and durable loco capable of any amount of hard work; richly enamelled and highly finished; fitted with reversing gear, brake and governor.

Gauge 0, in black only 12/6

FROM ALL MECCANO DEALERS

Drawing Rooms on Wheels

The Story of the Railway Carriage

IN George Stephenson's time railway carriages were built on somewhat similar lines to road coaches. Stephenson's first carriage, which he appropriately named "*The Experiment*," looked more like a bathing machine than a railway carriage! It is difficult for travellers of the present day to realise the immense improvements that have taken place since those days when outside passengers were carried, and the tops of the coaches were used for carrying passengers' luggage.

The Early Coaches

One of the first problems to be solved by railway engineers was that of providing coaches of sufficient length to accommodate the constantly increasing number of passengers. At first the coaches had only two pairs of wheels, but later, when they were made longer, a third pair of wheels was added. Even then the vehicles were not long enough to meet the requirements of accommodation, but it was found impossible to make them any longer, for if this was done the coaches could not take the curves with safety.

After many experiments the solution of the difficulty was found in the "bogie" truck, introduced from America by the Midland Railway. The bogie truck usually consists of a set of four wheels, which work on a pivot and adjust themselves freely to the pressure of the curves. The great advantage of this arrangement is that coaches may be built to almost any length and yet ride easily round curves.

As coaches were made longer, six-wheeled bogies were brought into use, but the four-wheeled bogie is generally preferred.

All-Steel Coaches

Although the early coaches were built entirely of wood, with the exception of the actual running parts, it was not long before the great advantage of steel came to be recognised. Wooden-bodied coaches are always liable to danger from fire in case of a collision, and for this reason all-steel coaches are coming more and more into use.

To-day on British railways the whole of the underwork is made of steel, and even where the bodies are made of wood they are built on a steel framework.

The wood used is always of the very best quality and usually teak, oak, pine, mahogany, or walnut.

For a long time British practice was to construct coaches with a number of separate compartments without any communication with one another. This system had the advantage of giving comparative privacy, but it had many disadvantages. By degrees the corridor coach was evolved, and this type of coach is rapidly becoming general for all long-

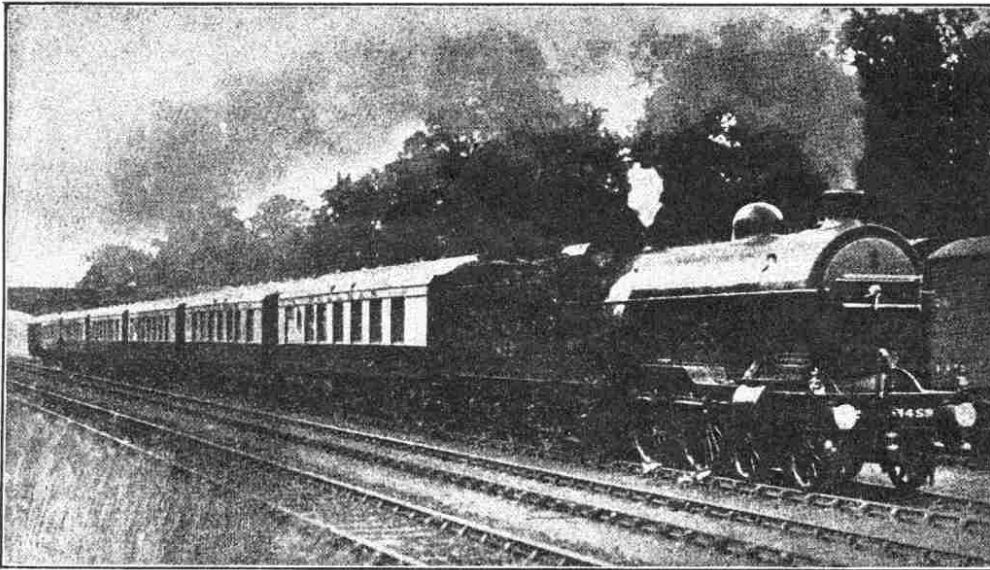
was proved that they were actually the safest part of the train. It is interesting to learn that the serving of meals on trains originated in a luncheon served on the trial trip of the first Midland Pullman train on St. Patrick's Day, 1874.

Famous Pullman Trains

Perhaps the most famous Pullman train in this country is the "*Southern Belle*," which runs on the Southern Railway between London and Brighton. Originally

this train, which was inaugurated on 1st November, 1908, was confined to first-class passengers and ran only on Sundays, but later third-class cars were added and the train ran every day. Ordinarily this luxurious train consists of nine Pullman cars, vestibuled throughout, having accommodation for 368 passengers.

The fame of the "*Southern Belle*" has been somewhat overshadowed by the inauguration (in July last year) of the "*Harrogate Pullman*," a



[Photo]

The Harrogate Pullman Limited

[L. & N.E. Ry.]

distance trains. Another addition to the comfort of passengers was the introduction of dining and sleeping coaches, and on long journeys it is a great convenience to be able to eat and sleep in comfort on the train.

Pullman Cars

One of the most interesting of recent railway developments in Great Britain is the considerable increase in the number of Pullman cars. There are more than 185 trains now running to which Pullman cars are attached, and in many cases the trains are entirely made up of Pullman cars, with the addition of a van for luggage.

Pullman cars were originated by an American inventor, George Mortimer Pullman, who built the first sleeping car at Chicago in 1859. Four years later he produced the first Pullman car, and in 1867 organised the Pullman Palace Car Co. The Midland Railway introduced Pullman cars into this country in 1874, and at that time the cars were sent over from America in parts and were erected at Derby.

These first Pullman cars were very successful, although there was some prejudice against them because they were thought to be dangerous. As a matter of fact this idea was quite unfounded, and it

photograph of which we reproduce. This fine train was originally intended to run between London and Harrogate only, but the London and North Eastern Railway subsequently decided to extend the service to Newcastle. The timing of the run is so smart that the train reaches Tyneside only a few minutes later than it would have done had it been booked to run direct, via Selby and York. The train, which was intended in the first instance to be only a summer luxury, proved so popular that it was retained in the winter time table, and is likely to remain a regular feature of the London and North Eastern service.

Starting from King's Cross, the first stop is Leeds, a distance of 185½ miles, which is covered in 3 hours 25 minutes. Harrogate, 203½ miles, is reached in four hours, and the whole journey of 279 miles between London and Newcastle, including stops, is accomplished in 5½ hours. The average running speed for the whole distance is 48.6 miles per hour, and the highest speed attained is 64.6 miles per hour.

A new feature in the Harrogate Pullman train is that two of the third-class cars, instead of being mounted on two six-wheeled bogie trucks according to the standard Pullman practice, are carried on

(Continued on page 195)

HOUSES
TOWERS
BRIDGES

LOTT'S BRICKS

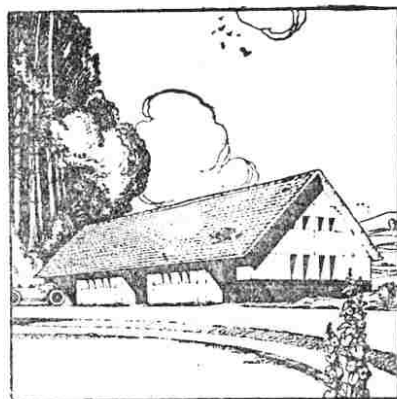
STATIONS
CHURCHES
COTTAGES
Etc.

OF ARTIFICIAL STONE

AN AMUSING AND DELIGHTFUL PASTIME FOR ALL MODELLING PURPOSES

SUITABLE FOR BOYS OF ALL AGES

BUILD A MODEL VILLAGE FOR YOUR MODEL RAILWAY



GARAGE.

A Model from Box 1.

GARDEN SETS.

Containing Trees, Fences, Roofs,
Shells, Shrubs, etc.

Box 1 4/- Box 2 6/-

TUDOR BLOCKS.

Box 1. Complete, 3/6 Box 2. 12 Designs,
as illustrated 7/6
" 3. Beautifully packed in Wooden Box,
with Tray containing Trees, Fences,
and many Original Designs ... 17/6

SERIES "B."

Box A. Complete with Plans, Bricks, Roof,
Fences and Trees ... 5/-
" 1. 18 Designs with Plans, Bricks, Roof,
Fences and Trees ... 10/-
" 3. Complete Designs to Build a Model
Village ... 17/6
" 6. Plans, Bricks, Roofs and 71 Designs 35/-

SOME PROVINCIAL STOCKISTS:

Glasgow - Wylie Hill & Co. Ltd.	Leeds - The Pygmalion.
Edinburgh - C. Jenner & Co. Ltd.	Cardiff - David Morgan Ltd.
Manchester - Wiles Ltd.	Bournemouth - J. E. Beale Ltd.
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	Halifax - Rushworths Ltd.
	Barnsley - Butterfield & Massies Ltd.



BUNGALOW.

A Model from Box A.

Obtainable of all Leading Stores
and Toy Dealers throughout
the Kingdom.

LOTT'S BRICKS LTD., WATFORD, England

WRITE FOR ILLUSTRATED LISTS

SECCOTINE

THE WORLD'S WONDER-WORKING ADHESIVE.

— USED IN ALL LANDS BY —

MEN

Seccotine is supplied to the Admiralty. It is used by makers of aeroplanes and in the foremost engineering works for pattern making. It is used by yacht builders:—when the spinnaker boom of Shamrock III. was broken in the accident of 1903, the repairs were effected with Seccotine. It is used by carpenters and model makers, by motor builders for oil joints; for museum work; for making and repairing of musical instruments, billiard cues, golf clubs, &c.; for the affixing of rubber tyres to rims of racing cycles, and for all manner of making and mending.

WOMEN

use Seccotine to save sewing in making fancy articles, in affixing cords, ribbons, and embroideries to cushion covers and textile surfaces generally; in patching clothes, curtains, and window blinds; in fastening rings to lace curtains; in mending shoes, trimming hats, mounting photographs, and in repairing the thousand and one household breakages. It is used in art manufactures of all kinds. In weak solution Seccotine is used to restore ostrich and other feathers, and to give springy feeling and new appearance to dresses, blouses, veils, and all light garments of silk, lace, or muslin.

CHILDREN

use Seccotine to mend broken toys and to make for themselves new ones. The Children's Seccotine Box (1/6) is a great educator. The series contains models of church, school, and houses of varying size and style, the whole forming a model village. By the use of these model boxes hand and eye are trained to work together, and the ingenuity of the little worker has full scope in the utilisation of all sorts of waste material on the models—the gelatine of crackers for glass, the wood of burnt matches for door posts and window frames, sand for rough casting, moss for wall climbers, powdered brick, &c.

FIRMAS (Heat Seccotine) should be used if the repaired articles are required to hold liquids, hot or cold.

Booklet of interesting information, free on application to

M'CAW, STEVENSON & ORR, LIMITED, THE LINENHALL WORKS, BELFAST,
329, High Holborn, LONDON, W.C.1; and at BIRMINGHAM and GLASGOW.

Drawing Rooms on Wheels—*(continued from page 193)*

two four-wheeled bogies. Nothing is lost in smoothness of running by this innovation, and there is a valuable saving in weight of about 10,000 lbs.

It is rather surprising to find that there are no Pullman trains on that most enterprising line, the Great Western, famed for its "*Cornish Riviera*" daily express. It must be said, however, that the ordinary restaurant cars of this railway are already magnificent, and very little short of the high standard set by Pullman builders.

Pullman Cars in Scotland

In Scotland Pullman cars are used extensively, particularly on the London, Midland and Scottish route between Glasgow and Edinburgh, one of the busiest lines in the Kingdom. The trains are booked to run between the two cities at times convenient both to business men and holiday makers, and the journey of about one hour for the

46½ miles could scarcely be made in a more enjoyable manner than in a Pullman car.

On the Caledonian section of the same railway a specially-built Pullman observation car is running, from which unobstructed views of the remarkably fine mountain scenery are obtained as the train speeds along. This car, the only one of its kind in Great Britain, is fitted up in a luxurious manner and has the appearance of a beautifully-furnished drawing-room.

Cars with Names

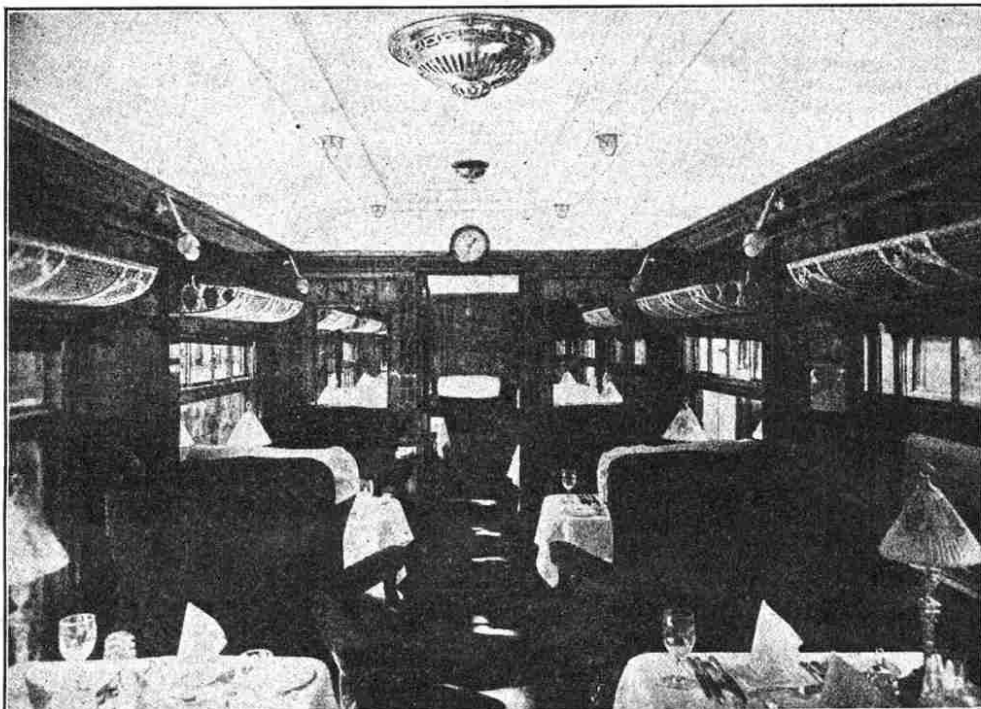
An interesting characteristic of the first-class Pullman cars in this country is that they have all been "christened." Thus two of the Harrogate cars are named "*Rosemary*" and "*Iolanthe*." We give a photograph of the latter car, which shows clearly its splendid fittings, and gives a good idea of the comfort of these travelling drawing-rooms. The "*Iolanthe*" is a first-class buffet car, and has seating capacity for 22 passengers. The decorations are particularly artistic and pleasing, the woods used being pear-tree ground with mahogany trellis and bandings, with a floral relief running through a trellis of vines. Pilasters and friezes are of strap-work design and in keeping with the remainder of the scheme. The chairs are upholstered in blue velour, and the carpet is of a deep blue velvet pile.

Royal Trains

For many years the leading railway companies have provided special coaches for royalty, and, as might be expected, these vehicles are the last word in comfort and luxury. Queen Victoria was extremely particular about the arrangements for her railway journeys. Whenever she travelled, a pilot engine always ran fifteen minutes

but also adopted road-coach methods for booking. A book with counterfoils was used, and in this had to be written twice the passenger's name, together with the date, destination, and fare. The counterfoil was kept for reference, and the other half of the page was torn out and given to the passenger. This process naturally took a great deal of time, and as traffic increased it became a serious source of delay.

Thomas Edmonson, a Lancaster man, born in 1792, was the first to see that this booking system involved a great amount of unnecessary work. His idea, which is said to have come to him while walking in a field, was to abolish the laborious writing of passengers' names, and to issue strips of paste-board printed with the names of stations, the class, and the fares. These tickets were to be numbered consecutively for accounting purposes, and dated on the day of issue to prevent fraud. With the assistance of a friend who was a watchmaker, Edmonson designed and made



Photo

First-class Pullman Car "*Iolanthe*"

[L. & N.E. Ry.]

in front of her train. The line was kept clear of all other traffic, and the most elaborate precautions were taken in regard to signalling arrangements. In 1864 the Queen addressed a letter to the railway companies in which she expressed the hope that the same security in travelling should be secured for all her people as was provided for herself, but, of course, no railway could carry on under such conditions.

Story of the Railway Ticket

Railway tickets are so familiar that we scarcely ever give them a moment's thought, yet their story is interesting. The early railways not only took the road coach as their model for passenger vehicles,

machines for carrying out these processes, and then approached the railway companies.

The Newcastle and Carlisle Railway, on which Edmonson was employed, would not have anything at all to do with the scheme, but the manager of the Manchester & Leeds Railway, who was about at his wits' end through the delays caused by the existing booking method, quickly saw the possibilities of the invention. After some discussion he permitted Edmonson to give his plan a trial on his own terms—ten shillings per mile of road per year. The experiment was quite successful, and the advantages of the new method were so obvious that it spread rapidly to all the other English railway companies, and ultimately to the whole of the railways of the world.

Edmonson's income increased with every mile of line on which his ticket scheme was used, and he became a very wealthy man. His idea, small in itself, completely revolutionised railway booking practice. Everybody knew that there was something seriously wrong with the existing method, but Edmonson was the only one who had sufficiently keen observation and intellect to see exactly where the trouble lay, and at the same time to devise a remedy.

New Meccano Parts

Our readers will be interested to know that we are now listing Wire Lines for suspending clock weights. This new part is No. 141, and the price is 9d. each.

Also Circular Girders, No. 143, price 1/- each.

Revised Numbers

Part No. 118, formerly known as Large Wheel Hub, will in future be known as Hub Disc. The price is 1/3 each.

Part No. 119, formerly known as Large Wheel Segment, will in future be known by the name Channel Segment.

NEXT MONTH:—

The
**LIGHTING and HEATING
OF TRAINS**

Stamps for Sale

(For Advertisement Rates see page 204)

ASSORTED Mixture Foreign 1/3 per 1000. Popular approvals; any 4 stamps 1d. Any 50, 1/-;—Gall, 37, Avenue, Durham.

NONE FREE—NONE AS CHEAP!! Farthing Stamp Approvals: about 1000 sent.—J. V. Wyk, 439, City Road, Old Trafford.

Congo, Johore, French Soudan, Azores, Patiala, 69 others, 44d.—Turner, 129, Villa St., Walworth.

BEST APPROVALS! Best discounts, and best gift stamps to applicants.—Fairweather, 64, Barker Street, Lozells, Birmingham.

STAMPS, all different, 70 for 4d.; 100 for 7d.; 200 for 1/3. Assorted mixture 500 for 4d.—Archibald, 20, Woolcomber Street, Dover.

STAMPS, Farthing Appros. About 500 sent.—Fearing (M.), "Travancore," Seaford Rd., Colwyn Bay, N.W.

JUNIOR PHILATELIC SOCIETY. The new members' list is now open and first subscription closes to September 1925. Write for particulars, J.P.S. blue book and sample copy of "The Stamp Lover" FREE. Mrs. H. P. Terry, 22, Kempshott Road, London, S.W.16.

STAMPS, 60 different free to applicants for approvals. All 4d. each. Send postage.—Cox, 135, Cambridge Road, Seven Kings.

1000 DIFFERENT of the British Empire from 1841 at 4d. to 2d. each only.

May I send this interesting and unique selection for you to see?

W. Cheeseman, 10, Addiscombe Road, Watford.

500 DIFFERENT STAMPS, 2/6: 1000 different, 5/-; 200 different unused, 2/-; 500 different unused, 5/-; Selections on approval.—Reid, N.R.P., 6, Fountain Street, Low Moor, Bradford.

COLONIAL AND FOREIGN DUPLICATES from large collection. Approval selections from which pick any 50 for 2/-. Numerous good stamps including high values and mint Colonials.—Miss M. Saunders, 78, Church Lane, London, S.E.7.

FREE, 50 Stamps, all different, to approval applicants for my famous sheets, all 4d. each.—Scott, 154, Wellesley Road, Ilford.

FREE, Packet of MINT Stamps and packet of Mounts to all applicants for my approvals. Special discount.—C. Negus, Bury, Huntingdon.

A RARE OPPORTUNITY. Several small books containing British and British Colonial Stamps at quarter Stanley Gibbons' prices, guaranteed genuine. Lists free.—Appleton, 53, Albany Road, Coventry.

COLLECTORS' DUPLICATES from 4d. to 2d. each, on approval, post free. No new rubbish.—Weaver, 31, Devonshire Road, Palmer's Green, London, N.13.

BEGINNER'S PACKET for 1/-, postage extra. Every fifth letter receives special prize.—Dixon, 24, Hollam Road, Milton, Portsmouth.

SHEET (100) MILLION MARK STAMPS FREE! Request approvals. Enclose postage.—Kraus & Co., 137, Cheapside, London, E.C.2.

Collectors' Duplicates, 40 different, 6d.; 100 different, 1/-;—Cyril Thompson, Sutton Lodge, Thirsk.

MIXTURE CONSISTING DUPLICATES, Unsorted Imported Lots, Remnants from Approvals and Cheap Unused Packets, 1/3 per bundle, just as they come.—Captain Hall, Great-Cornard, Sudbury, Suffolk.

OCTAGON THESSALY FREE, with approvals, 4d. and 1d. each.—Bodman, 6, Alderman Road, Ipswich.

"THE PHILATELIC MAGAZINE."—The best stamp newspaper, only costs 3d. a fortnight from your newsgate. Specimen free to all mentioning "MECCANO."—Harris, 46, Victoria Street, S.W.1.

THE "DIAMOND" PACKET contains 1000 UNSORTED STAMPS from Convents abroad. 1/3 post free, 2 pks., 2/5; 3 pks., 3/6; 4 pks., 4/6; 5 pks., 5/6.
Nerush, Importer (Dept. E), 2-22, Cathcart Hill, London, N.19.

STAMPS FREE Applicants for approvals sending postage receive either A COMPLETE SHEET OF 100 unused or 26 different unused, Peace, War, Air Post, etc. 60 page List profusely illustrated, 1d. only.
M. C. WATKINS, Stamp Importer, BARNET.

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50 different ROMANIA (Cat. 7/1)
only 1/-. Postage extra.

This is a very fine long set which every Collector should have; we guarantee satisfaction or refund cash every time. Full Price Lists, with POCKET BOOK AND PERF. GAUGE FREE on request.

OTHER LONG SET BARGAINS:—

50 Belgium (Cat. 5/6) -/9 75 Jugo-Slavia (Cat. 23/-) ... 3/3
40 Brazil (fine set) ... 1/- 50 Lettland (Cat. 25/-) ... 6/6
75 Chili (Cat. 24/-) 6/9 30 Russia (Cat. 3/5) -/6
40 Italy (nice set) ... -/9 50 Turkish War Stamps 3/3
All Postage extra.

BRITISH COLONIALS WANTED in quantities by exchange.

NORRIS & CO. (Dept. M.M.), LEABROOKS,
ALFRETON, Derbyshire, England.

15/- WORTH CHOICE STAMPS FOR 3d.

Packet No. M.B. contains 2 mint CEYLON; pr. rare UKRAINE, cat. 7/6; 2 Jugo-Slavia; Magyar, 3k.; set 3 Turkey; 2 Schleswig; fine set 10 BELGIUM, 1902, face 5 fr. 60; 5 VENEZUELA, cat. 1/6; also obsolete JAMAICA, 6d., 1/- and 2/- Q.V. The lot 3d. Postage 14d. Bargain.

Nelson T. Hillier, The Stamp Mart, Horsmonden.

BRITISH EMPIRE. ALL MINT.
ANTIGUA, Script, 4d. green, 1d; 1d. violet ... 14d.
BAHAMAS, Script, 4d. green ... 1d.
CANADA, King George, 2 cent green ... 2d.
KENYA, Script, 1 cent brown ... 4d.
WEMBLEY EXHIBITION, 1d. red and 14d. brown, per pair ... 3d.
SARAWAK, 1 cent, blue and scarlet ... 1d.
POSTAGE EXTRA. ASK FOR PRICE LIST.

ALEC KRISTICH (Member N.R.P. 279),
82, Marchmont Street, Russell Square, London, W.C.1.

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All the following are MINT varieties.
Germany, 3, 10, 20, 50, and 100m. on rose-coloured paper.
Germany, 2, 3, 4, 5, 6, 8, 10, and 50m., Posthorn type.
Germany, 5, 10, 15, 25, 40, 50, 75, Numeral.
Germany, 60, 80, 100, 120, and 5m., Workmen.
Germany, 150, 160, 10m., and 25m., Harvesters.
Germany, 10, 40p., 5m., 10m., and 25m., Airpost.
Germany, 20, 40p., 1, 4 1/2, 2, 2, and 5m., Dienstmarke.
Germany, 100m. on 5m. Rhein-Ruhr.
12 Poland, Schleswig, Wurttemberg, Danzig to 100m.
All above are mint, these, along with others, making 100 nice varieties free. Postage 14d.
H. Lindsey, 27a, The Square (G.P.O. Box 10), St. Annes-on-Sea.

50 French Cols. 9d. 50 Portugal Col. 9d.
100 U.S.A. ... 1/- 40 Belgium ... 1/-
150 Germany ... 1/- 50 Railway ... 1/-
150 Austria ... 1/- 50 Poster ... 1/-
150 Hungary ... 1/- 50 Entire Cards 1/-
50 Czech-Slov. 1/- 50 War Envs. 1/-
50 Roumania 1/- 300 Postage ... 1/-
50 Sweden ... 1/- 600 Postage ... 5/-
40 Italy ... 9d. 500 Revenue ... 5/-
40 Bavaria 9d. 1000 Revenue 17/6

Postage Extra.

Fine selections ready in separate countries.

J. Russell, Chetwynd, Shanklin Drive,
Westcliff-on-Sea.

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FREE! 25 BRITISH COLONIALS, including West African, Tasmanian, Newfoundland, Jamaica, British Guiana, to applicants for approval selections. Ask to see my famous 4d. stamps.
FLEMING, St. Winifred's, Christleton Road, Chester.

Genuine applicants for our Approvals, sending 2d. stamp for postage, receive all the following sets Absolutely Free.
25 diff. Hungary, beautiful used copies. 14 diff. Ukraine, catalogued 9/3.
25 " Germany, mostly unused pictorials. 7 " Bolivia 1-100c., as sold at 1/-.
5 diff. Belgium, parcel post, 50c.-1 Franc.
R. WILKINSON, Provincial Buildings, COLWYN BAY.

Small Advertisements

(See also page 204)

AUTOMATIC PEA PISTOL

Loads 15 shots, repeating action, nicely finished, each in box with instructions and supply of ammunition.
No. post free
1 Black model with nickelled trigger ... 1/3
2 Brightly nickelled throughout ... 1/9
3 25-shot all-black model ... 2/6

J. BISHOP & CO.,

12, Argyl Place, Regent Street, LONDON, W.1.

BELL SETS, complete, can be fixed up in a few minutes, only 5/6; Lighting Sets, 2/6; Luminous Paint, 2/9; Water Motors, 5/9; Electric Revolvers, only 7/6; but these are only a few of the bargains on our List, which is free. Send at once.—A. W. North, 47, Parchment Street, Winchester.

FREE VALVE SET

Diagram and Particulars, Post Free 2d.

This instrument covers all Broadcast Stations and Amateur Transmission.
All component parts, complete with Drilled Panel and Cabinet, Post Free 30/-

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261m, Lichfield Road, Aston, Birmingham.

WIRELESS. Quality means Success.
HEADPHONES, 4,000 ohms. American design. Laminated Magnets. Leather-covered, adjustable Headbands. Unsurpassed for purity of tone, comfort, appearance, and reliability. Money-back guarantee with every pair.
14/6 post free.

All components stocked. Constructional details with every complete set of parts. Send particulars of the set you intend to build or advice on Tested Sets free.
E. SEYMOUR, 17, Weston Road, Thames Ditton.

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Post free 3/3

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STAMPS FOR SALE

(Continued)

"The Bazaar, Exchange & Mart," says "Suitable for re-sale; an opportunity not to be missed." Series of three books containing 360 different Colonial and Foreign Stamps, cat. £9, price 15/-, or single book 5/-. Selection at 1/2 prices. Bargain list free. Cash returned if not satisfactory.

Note.—On p. 198 the Editor of the "M.M.", in announcing our offer of a consolation prize in the recent stamp contest, refers to us as "the old established and reliable firm of stamp dealers."

We appreciate this kind remark, and as our business was founded in 1871, we can assure every reader of the Magazine that our experience and assistance is always at their service. They can, therefore, deal with us with absolute confidence, and this security is endorsed by the Editor of the "M.M." himself. Our 10/6 collection was chosen as first prize in the Overseas Stamp Essay Competition as the greatest bargain in the December Meccano Magazine.

J. H. LACY & CO., 77, Vener Rd., Sydenham, S.E.26.

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ROULETTE

IN our last issue we mentioned that perforations are divided into two classes—perforations proper and roulettes—and we gave descriptions of the various perforations. This month we are to discuss the varieties of roulette. As was pointed out last month, while a perforation entails the removing of a small portion of paper, a roulette consists merely of a series of pricks or cuts, no paper being removed. The word comes from the French and means "a little wheel" (probably being used in connection with stamps because the series of cuts is given to the sheet by small wheels).

There are many kinds of roulette, and it is useful for the stamp-collector to learn their names, so that when he meets any one of them in his stamp catalogue he will know exactly what is meant.

The Earliest Roulette

The earliest method of making a roulette was to place between the blocks of the stamps on the printing plates a notched rule, called by printers a perforating rule. These rules were raised slightly above the level of the printing blocks, so that they pierced the paper and made a series of cuts, by means of which the stamps could be separated with ease. In this manner both rouletting and printing were done at one impression, so that the expense of perforating separately was avoided.

Since the rules were inked as well as the stamp blocks, the slits they made were coloured. Examples of this type of roulette, which is known as "rouletted in colour," are found in the stamps of Luxemburg, Thurn, and Taxis, and Dominican Republic.

In some catalogues all rouletted stamps are described generally as "rouletted," without any indication of the style of roulette. In detailed lists, however, stamps so described are understood to be those consisting of a series of uncoloured straight cuts. This indicates that the rouletting has been done at a separate operation from the printing, so that the rouletting rule is not inked, and therefore the slits are not coloured. This is the most usual type of roulette, and has been used at various times by Nicaragua, Prussia, Chile, and many other countries.

Varities of Roulette

"Arc-roulette" consists of a series of semi-circular cuts arranged as shown in Fig. 1. This form is usually described by



Fig. 1 Arc roulette

its French name of "*percé en arc*," *percé* signifying "rouletted." When arc-rouletting is particularly well done, it is often known as "serrated perforation," but this term is not strictly correct. The stamps of Brunswick, Hanover, and Victoria furnish examples.

A roulette in the form of a series of crosses, as shown in Fig. 2, is variously

XXXXXXXXXXXXXXXXXXXX

Fig. 2. Cross roulette

called "diamond," "lozenge," or "cross" roulette (French, "*percé en losanges*," or "*percé en croix*"). This is a very rare form of roulette, some of the 1866 issue of Portugal and the first stamps of Madeira being examples.

"Oblique-roulette" has the cuts slanting, parallel to one another, thus *////*. The 1867 issue of Tasmania has varieties perforated in this way in two gauges, one between 10 and 10½, the other between 14 and 15. The gauge of a roulette is measured in exactly the same way as that of a perforation, i.e., with the aid of a perforation gauge.

"Pin roulette," sometimes incorrectly termed pin-perforation, consists of a row of pin-pricks. This style is similar to ordinary perforation excepting for the fact that no paper is removed from the holes. The 1859 issue of Trinidad illustrates this style. At first the gauge was 12½, but very shortly after the stamps were issued a machine gauging between 13½ and 14, was used. In either gauge these stamps are scarce, the lowest-priced variety being catalogued at 25/-. On the whole, the second machine appears to have been used more than the first. Later the same stamps, which show Britannia seated and have the word "Trinidad" at the top in white, were issued with ordinary perforation. The French term for pin-roulette is "*percé en points*."



Fig. 3. Saw-tooth roulette.

When stamps with "Saw-tooth roulette" (French, "*percé en scie*") are separated, the edges appear similar to the teeth of a saw, as is illustrated by the 1861-3 issue of Bremen. This style must

RECENT ISSUES

DOMINICA. A NEW SET.

A complete set of fifteen values of one type was issued for this colony in February, 1922. These stamps have



seldom been surpassed by any of the many beautiful stamps of the British Empire. The design shows two medallions, that on the right containing the King's head and that on the left a galleon alongside a jetty. In the background the sun is setting behind the hills, while below it is a glimpse of a town. This left-hand medallion is well worth a close study, the engraving being superb. The values are as follows: (i) Wmk. Multiple Script CA and improved Crown, ½, 1, 1½, 2, 2½, 3, 4, 6d., 1/-, 2/-, 2/6, 4/-; (ii) Wmk. Multiple Crown CA, 3/-, 5/-, £1. Before long these last three will probably be replaced by the same on the new paper. The stamps are on chalk-surfaced paper in sheets of 60 (five rows of twelve) perforated 14.

not be confused with "zig-zag roulette" (French, "*percé en pointes*") which also tears so as to leave the edges a series of sharp points. The difference is shown in Figs. 3 and 4, and it will be noticed that the "saw-tooth" style has deeper indentations than the "zig-zag," and that



Fig. 4. Zig-zag roulette.

the angles also are different. The "one penny" value of Queensland, issued in 1899, was rouletted in this style, and is found both coloured and plain.

"Serpentine-roulette" consists of wavy lines broken in places, and is often incorrectly termed "serpentine-perforation." Between 1st January, 1860, and 1st July, 1875, this type of roulette was used by Finland in three varieties. These all measure almost the same so far as gauge is concerned, being 7½, 7½ and 7½ respectively, but the height of the teeth affords a definite clue in identifying the issues. The first variety has teeth 1¼ mm., the second 1½ mm., and the third 2¼ mm. in height.

Should we Collect Perforations and Roulettes?

At the end of last century stamp-collectors were very eager to collect as many different gauges of perforation as it was possible to find on the same stamp. Now, however, perforations are going out of favour, for the general collector has over forty thousand different stamps to collect, even when he has ignored all measuring of perforation and shades! One would imagine that there are enough varieties here to keep all but the specialist so busily employed as to leave no time to include minor varieties of perforations.

Of course, the decision as to whether differences in the gauge of perforation should be collected or not rests entirely upon the answer to the question: "What is the object of a stamp collection?" Apart from giving pleasure to its owner, the real object is to illustrate the postal history of a country. On the strength of this, therefore, different gauges of perforations and roulettes are worth collecting when they are the work of different machines, or when they illustrate some particular point concerning a certain machine.

An example is afforded by the current New Zealand stamps (King George), which have the top four rows of each sheet perforated 14 x 13½ and the six lower rows 14 x 14½. Both these gauges should be collected, for they illustrate the fact that two machines are used for each sheet. Where one machine has an irregular perforation—that is, where the gauge varies in a single line of holes—only one stamp need be collected, a note being appended in the margin of the album that this perforation is irregular. These remarks are, of course, for general collectors. Specialists will always collect as many varieties of perforation as possible.

It may be mentioned that the type of perforation is much more important than the gauge, for a different type of perforation always proves that a different machine has been used. Besides this, it is often valuable in settling the date of issue of any particular stamp.

NEXT MONTH:—
HOW POSTAGE STAMPS ARE
PRINTED

Competition Corner

SECOND COMPETITION

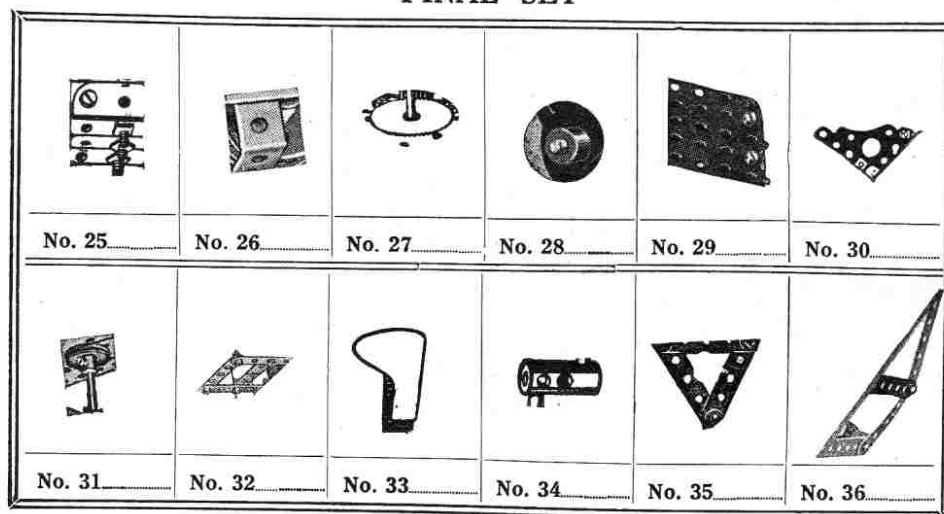
For Lynx-Eyed Readers

FIRST PRIZE: Hornby No. 2 Tank Loco. SECOND PRIZE: Meccano No. 1 Radio Receiver.

THIRD PRIZE: Pair Meccano Double Headphones.

CONSOLATION PRIZES: 12 Meccano Writing Pads; 12 Meccano Complete Manuals.

FINAL SET



INSTRUCTIONS FOR COMPETITORS:

On this page is given the final set of puzzle pictures in the second competition for "Lynx-Eyed Readers." As in the two previous issues the pictures above represent parts of models illustrated in the Complete Manual of Instructions (No. 23). Competitors possessing only old Manuals should endeavour to obtain the latest edition, as some of the models featured were introduced only in No. 23 Manual.

When the above twelve pictures have been solved, the numbers of the models in the last two issues of the "M.M." should be neatly copied on to a postcard. Even if you have not solved all the 36 puzzles you should send in your entry, as other competitors may also have been unable to complete their sets. The postcard should, of course, have the name, address, and age of the entrant written on it, and should be addressed to "Puzzle Pictures," c/o "Meccano

Magazine," Binns Road, Liverpool. Nothing else is to be written on the postcard, and any entry not fulfilling these conditions will be disqualified.

These puzzle pictures are admittedly very difficult. We have endeavoured to set a series that will tax the eyesight and intelligence of our sharpest readers, and we look forward with interest to receiving the entries to see how far we have succeeded. There are some splendid prizes being offered in this contest, and the first prize will be awarded to the entrant who succeeds in correctly solving the thirty-six puzzle pictures and the other prizes to the next nearest competitors in order of merit. If no reader solves all the puzzles, the first prize will be awarded to the reader whose answer is most nearly correct. On the other hand, in the event of a tie, neatness will be taken into consideration, and in judging the contest the Editor's decision is final. Typed postcards will be disqualified, as those who submit them do not compete fairly with those boys who are not fortunate enough to have access to a typewriter.

Correct solutions of the puzzle pictures will be published as soon as possible in the "M.M." together with the names of the prize winners. Entries must be received before the closing date, which, in the United Kingdom, is 31st July (Overseas 31st October).

(Solutions to the First Series of Puzzle Pictures, published in the "M.M." of January, February, and March, will be found in col. 3.)

A New Essay Contest

Prizes are being offered for the two best essays on "My Impressions of the Palace of Engineering at the British Empire Exhibition."

The first prize will be a cheque for One Guinea, and there will be other prizes of film-pack Cameras (taking pictures $3\frac{1}{2} \times 2\frac{1}{4}$ "), for the next four essays, in order of merit.

Essays must not exceed 1,000 words, and should be written on one side of the paper only. Competitors should write their names on the back of each sheet, and state their ages, which will be taken into consideration in making the awards. Closing date 30th September next.

"Lynx-Eyed" Contest

Solution of First Series

Owing to the Overseas Section of this contest not closing until 30th June, it has not previously been possible to publish the solutions to the First Series of Puzzle Pictures. We are now able to give the correct numbers of all the models featured. In this contest Meccano boys certainly lived up to their reputation for smartness, and among the many thousands of entries received several hundreds were correct. Although thirty prizes were awarded, it was impossible to reward everyone who sent in a correct solution. In accordance, therefore, with the rules laid down in the event of a tie, the prizes were awarded to those whose entries were the nearest.

The correct solution to the three sets of Puzzle Pictures, as published in our January, February, and March issues, were as follows:

FIRST SET: Picture No. 1, Model No. 2; (2) 5, (3) 214, (4) 131, (5) 17, (6) 117.

SECOND SET:—(7) 49, (8) 218, (9) 31, (10) 225, (11) 34, (12) 255 or 256.

THIRD SET:—(13) 108, (14) 114, (15) 331 or 332, (16) 68 (17) 312, (18) 65.

(Note.—Nos. 12 and 15 represent the same model, but are taken from the 0-3 Manual, Nos. 23 and 22 respectively.)

We hope that all competitors who were unsuccessful in this contest will have another try at the second Lynx-Eyed Contest, which closes with the set of pictures on this page. Neatness of writing should be carefully observed, as it is of great importance in the event of a tie. Back copies of the "M.M.," containing the first and second sets of Puzzle Pictures, may be obtained (price 3d. each post free) from the Editor of the *Meccano Magazine*, Binns Road, Liverpool.

Result of Stamp Essay Contest

Overseas readers seem to be every bit as keen on stamp collecting as Meccano boys at home. The subject of this essay competition was: "Why I Collect Stamps," and readers from Tasmania to Iceland, and from Egypt to Ceylon, told us their reasons for taking up the hobby. Entries came along in many languages, and although nearly every one was different in writing and style, the reasons given in almost every case were identical. Apart from the pleasure given, stamp-collecting also teaches history and geography, and in a really interesting manner. Foreign architecture and the flora and fauna of distant lands are seen and remembered, while observation is keenly developed. These, in brief, were the opinions expressed by many hundreds of Overseas stamp-collectors, all of whom were unanimous in expressing the pleasure and benefit to be gained from their hobby.

The prize of stamps to the value of 10/6 has been awarded to Master R. Lang, of Perth, W. Australia, who chose a packet of 240 various stamps from our advertisers, Messrs. Lacy & Co., the old-established and reliable firm of stamp-dealers, of 77, Venner Road, London, S.E.26.

An essay deserving particular notice was sent in by Master Robert White, of Chesamba, Northern Rhodesia, and in view of its striking merit Messrs. Lacy & Co. very kindly offered to award a consolation prize of a 5/- packet of stamps. This extra prize has therefore been sent to Master White, and we congratulate both our Australian and South African friends on their success, and trust that they will long continue to take an interest in the hobby that they so ably championed.

Missing Line Award

In the April "Mail Bag" column we offered a prize of 2/6 for the boy who sent the best alternative line to a verse contributed by one of our readers. The prize has been awarded to Master W. Freeman, Bridgend, and using his last line, the verse reads:—

"Life is mostly froth and bubble,
Two things stand like stone—
Building models with Meccano,
And working on your own."

Eighth Photo Competition

The subject of this Competition, "A Summer Scene," offers a wide scope and may include views of town or country, holiday snaps, picnic parties or outings, seaside studies, etc. Prints may be mounted or unmounted and printed by daylight or gaslight process, whichever is found to give the best results.

To ensure every competitor having an equal chance the contest will be divided into two sections:—(A) Competitors under 14 years of age, and (B) Competitors of 14 years of age or over.

An important condition of the competition is that every entrant must write his name, address, and age on the back of the photograph submitted, and also state by whom the photo was developed and printed. In the event of a tie for a prize, photographs which have been developed and printed by the competitor will naturally receive preference.

There will be four prizes offered in this contest:—Meccano goods to the value of 10/6 and 5/- as first and second prizes respectively in each section. The closing date for readers in the United Kingdom is 31st July, and for readers Overseas, 31st October. Entries should be marked "Photo Contest" in the top left-hand corner of the envelope.

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Best quality cycle inner tube treated with Fibermetic Instant-Puncture Stop sent 4/- (post free) for

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Forming a Cycling Club

by "ROVER"

ANY Meccano Club whose members include five or six keen cyclists should certainly run a Cycling Section, especially during the summer months. Great enjoyment may be derived from clubs of this character, and there are few finer ways of spending an afternoon or evening than a-wheel in the country with the companionship of a number of good friends.

Appointing a Secretary

The formation of a Cycling Club should not be difficult for members of a Meccano Club, as the questions of obtaining sufficient members and a meeting-place have already been settled. All that is necessary is for those members with bicycles to get together, and approach the Club Leader. He will, no doubt, arrange for the appointment of a Secretary for the Cycling section, whose duty it will be to arrange meetings for the discussion of plans, to organise runs, and to inform members of the time and place of the start. In the case of clubs with a large number of members, a Committee should be formed and a Secretary and Treasurer appointed.

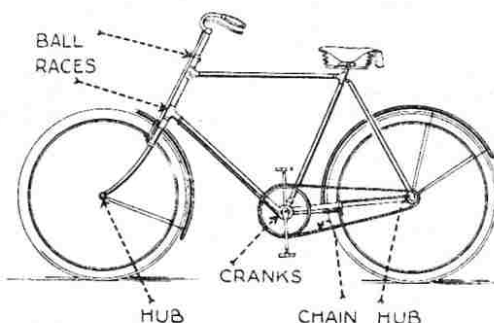
The Repair Fund

A small weekly subscription might be fixed to cover the cost of postages, printing, and of articles required by the club such as maps, guide-books, etc. Any surplus might be placed to the credit of a Repair Fund so that any member who is unfor-

tunate enough to have an accident and damage his machine may receive assistance from the fund. If the members, or Committee, consider that the accident was not due to carelessness, a sum may be voted towards the cost of the repairs. No fixed amount can be stated, as it will depend largely on both the state of the fund and the extent of the damage. Should there be no accidents, and the fund be in credit at the close of the season, the balance might either be transferred to the general Meccano Club fund, or expended in purchasing eatables for a final picnic.

[There is little doubt, Rover, as to which alternative healthy Meccano boys will choose!—Editor.]

WHERE TO OIL A BICYCLE



The six parts of a bicycle which most require attention are shown above, and should always be kept well lubricated

Arranging Runs

A meeting of the members should be held at the commencement of the Session and the programme discussed and arranged. Suggestions by members for runs to various places of

interest should be carefully considered, and the route and length of the journey determined from a study of a large-scale map of the district. In arranging these outings it should be remembered that an average day's run for a junior club is seldom more than 20-30 miles, and longer distances than these should not be attempted by the younger members. Of course, it can often be arranged for the seniors to go further afield when desired, and meet the juniors at some point on the way home. The pace and endurance of the entire club must necessarily be that of the youngest member, and due allowance should be made for this fact by the pace-makers.

Secretary's Duties

When the programme for the season has been arranged and noted, it should either be printed on a club card, or neatly written

(Continued on page 202)

A Veeder Cyclometer
FITTED TO YOUR BICYCLE
TELLS YOU:—

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Number of Miles to Destination;
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Makes your Riding double interesting. Its accuracy has been endorsed by all the best authorities, and the experience of your fathers for 26 years.



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The Secretary's Notes

Many Guild members are going to the wonderful Exhibition at Wembley this year. I have already received letters from readers who have been, and who report having seen a number of Guild badges during their visit. The record

Wear Your Badge

up to date is claimed by a London member, who states his highest score is twelve in one day. For the purpose of scoring, he informs me, a Chinese, Japanese, or Indian Guild member counts two, and a member carrying a full-sized Meccano model of the Eiffel Tower is equal to six points! Whether or not this method of scoring is legitimate, I would remind all members to wear their badges, not only at Wembley, but on every possible occasion. The little blue-and-white triangle is a world-wide sign of brotherhood and friendship, and means that the wearer will be pleased to see and speak to any other Meccano boy without waiting for an introduction. Already many firm friendships have been made in out-of-the-way parts of the world and in big cities, through the medium of the Guild badge, and a glance at "Club Notes" this month is a splendid instance of the world-wide influence of the Guild. Nearly all our Dominions Overseas have their Meccano Clubs, whose members, though they may never have seen England, are true sons of the Empire and members of the great brotherhood of Meccano boys.

Our "Club Notes" page shows us that the Meccano hobby is by no means confined to English-speaking nations, for I see that

Clubs in Foreign Countries

this month there are reports from clubs in Italy and Holland. France, though not represented in these Notes, has many progressive clubs whose reports are dealt with in the French edition of the *Meccano Magazine* also. The Guild badge and all that it stands for are indeed objects to be proud of, and every member, no matter in which part of the world he may live, should strive to be a worthy member of the great brotherhood. I hope that the British Empire Exhibition will be the means of bringing many "lone members" and members from across the seas into contact with their fellow Guild members, with whom they have so much in common.

South Africa continues its steady progress in the records of the Guild's Overseas Clubs. For some time past the enthusiastic

New South African Club

clubs of Capetown and Johannesburg have been increasing their membership, and a few

weeks ago came the news of the foundation of a new club in Durban with the Mayor of Durban as Club President. A week after the first meeting the membership had reached 30, with every sign of a steady increase. The club records have now been placed before the President of the Meccano Guild, who was very pleased to grant affiliation. Further particulars of this latest addition to our list of Meccano Clubs will be found in "Club Notes." Guild members the world over will no doubt join me in extending a very hearty welcome to the Durban Meccano Club, and its progress will certainly be followed with very real interest. The home of our new club is a large and popular seaside resort, which also possesses the finest natural harbour on the South African coast.

Meccano Cricket Clubs

Recent reports to hand from Club Secretaries show that up to the present Meccano Cricket Clubs have had a very successful season. Local matches have been numerous, and a good game, closely contested, has usually been the order of the day. One club invariably inserts a small announcement in the local paper at the beginning and middle of the season, stating the strength of the club team and asking for fixtures with other local clubs. This method has been practised for the last three years, and has always resulted in a full fixture-card for the club. I strongly recommend any Club Leader or Sports Secretary who may be finding difficulty in arranging matches for his club, to follow this example. It should be remembered, too, that the Secretary of the local Y.M.C.A. is very often able to arrange cricket fixtures, and also that I am always glad to inform Club Leaders of the nearest Meccano Club to them, with a view to their arranging inter-club games where possible.

There is no better place for putting into practice the Guild spirit than in the cricket field, where many new friends are met. Our President is particularly keen on encouraging Guild members in outdoor sports, and I hope that Guild cricket clubs will increase in number and that each and every one will send me full accounts of all activities.



Meads M.C.—An enjoyable Social was given last session, and parents and friends of the members were invited. The evening's programme included songs, music and games, and concluded with the presentation of Merit Medallions to Masters L. Cross and F. Laycock for their splendid work in connection with the club. Club roll: 19. Secretary: Master F. Laycock, 10, Victoria Place, Eastbourne.

West View (Nottingham)

M.C.—The summer session is in full swing, and several club outings are being arranged. In his spare time each member is making a mat on a Meccano frame, and at the commencement of the next winter session a prize will be awarded for the best mat exhibited. Several methods of mat-making were explained in a recent club lecture on "Useful Models to Make," and other interesting lectures given during the last session included "A Walk Round London," "Books," and "Table Games made with Meccano." Latest reports show a membership of 30, which, no doubt, will be increased during the next few months. Leader: Mr. H. W. R. Cousins, 494, Mansfield Road, Sherwood, Nottingham.

Davenport M.C.—Interesting features of the last session were an address by Archdeacon Thorpe, a visit to a local church belfry and tower, three paper-chases and a cycle run. It is proposed to hold a camp some time during the summer. A former Club Leader, Mr. Main, has recently returned to the district, and it is hoped that he will once more take an active interest in club affairs. Club roll: 35. Secretary: Master A. D. Stoker, 124, Bramhall Lane, Stockport.

Ethersall M.C.—Cricket matches are taking the place of club nights, and members play regularly every Tuesday, while Saturday rambles are proving a very popular innovation. In a recent competition held by a local dealer, the Club Secretary was awarded the first prize for a model of a railway station. Master L. Horsfield has recently retired from the position of Club Secretary and is succeeded by Master Donald Crankshaw, 7, Macleod Street, Nelson, Lancs.

Victoria (Glasgow) M.C.

—As a mark of their gratitude and esteem, a watch was recently presented by the members to their late Club Leader,

Mr. Penman, on the occasion of his resignation. Mr. McDougall has undertaken the Leadership, and his acceptance of this position is very greatly appreciated by all the members. The club is divided into sections, with a member at the head of each, and a gold medal was offered by the Club Secretary's mother to the member in charge of the best section. This handsome award has been won by Master David Taylor, whom we heartily congratulate on his success. Club roll: 47. Secretary: Master Ian Kerr, 57, Victoria Park Drive South, Whiteinch, Glasgow.

Meccano Club Leaders

No. 14. Mr. A. J. LEWIS



Mr. A. J. Lewis, one of the pioneers of the Guild in South Africa, was responsible for the foundation of the first Meccano Club in that country. On 21st November, 1919, the first meeting of the Wynberg (South Africa) M.C. was held with an attendance of nine members. The roll was later increased to sixteen, but unfortunately, it was found necessary to close down the Club after some nine months of activity. Mr. Lewis was not discouraged, however, and after overcoming all difficulties was successful in starting the present Wynberg M.C., which was opened on 23rd August, 1923, nearly three years after the closing of his first Club.

As Secretary and Leader of the Wynberg Club, Mr. Lewis has done very valuable work for the Guild, and the present membership of 20, together with the successful record of the Club, is ample proof of his enthusiasm and capability. It was with real regret that we recently learnt of Mr. Lewis' proposed departure from South Africa in the near future. His efficient Leadership and ready aid will be greatly missed by the members of the Wynberg M.C.

How to Run a Meccano Club

by the
Guild Secretary

(Continued)

It is very desirable that public interest should be aroused in the welfare of your club. Some people cannot understand

Visiting

Night

the possibilities of a Meccano Club until they have attended one of the meetings, when they become as delighted and as enthusiastic as the boys themselves. It is a good plan to arrange to open the club room to visitors one night a month, and to make a point of getting members to invite their parents and friends to come and see the club "at work." Once parents, teachers, and others interested in boys' welfare learn of the useful work done by the club, they will give that help and support that is so necessary to a successful club.

Club news is printed every month in the *Meccano Magazine* and "Club Notes" should be read by all interested in drawing

Club

Magazines

up the programme for the Session, for often they contain helpful suggestions from other clubs. The column is intended to be more than a brief summary of club doings, and is available for the interchange of ideas. The "M.M." is, of course, the official organ of the Guild, but several clubs publish a magazine of their own, when one or more of their members possess journalistic tastes. Some of these club magazines are printed, others are produced by one of several duplicating processes. A club magazine affords a splendid opportunity for extending the scope of the club, and at the same time gives valuable experience to the boys actually producing it.

The ambition of every club should be to have its own printed magazine, and one method of achieving this end is demonstrated by one of our clubs which has installed its own printing press and not only

prints its own magazine but also tickets, cards, etc., for club use. A brightly-written club magazine, cleanly and neatly produced, will lead to larger sales, and consequently to more members and greater funds. Several clubs have their own printed letter-heading, and in these cases I am always pleased to loan electros of Meccano name-blocks suitable for this purpose. Also I will have suggested designs drawn up for the club's letter paper, if desired. The actual printing must, however, be arranged locally by the club itself.

Special Meccano writing pads, particularly suitable for the use of Guild members, are issued by Headquarters. On each sheet is an illustration of a Meccano boy with a model, and, if desired, the club may print its name below this design. These pads may be obtained from Headquarters (price 1/3 each, post free), and have proved very popular among members.

When a club has been successfully started and continues to make steady progress, a Library generally proves a welcome addition. The first supply of books for the Library should be purchased from club funds. If these will not stand the strain, however, a special exhibition or concert should be arranged to raise funds for this purpose.

The club subscription may either include the use of the Library, or members may be asked to pay a small extra sum for this privilege. A Librarian should be appointed, and it will be his duty to make out a full catalogue of the books in the Library, showing author's name and title of book and separating the fiction from the other books. If the number of books in the Library is considerable, further classification may be made, such as Science, History, Engineering, etc.

(To be continued)

Italy

Allasio M.C.—Last session a Marionette show was given, at which 40 people were present. The puppets were made from Meccano parts and worked by the members, and the entertainment proved a very great success. The proceeds were used for purchasing wireless apparatus for the club, as members have recently added Radio to the club interests. Club roll: 22. **Leader:** Professor A. Dobelli-Zampetti, Villa Merlini, 114, Allasio, Italy.

Holland

Dan Haag M.C.—A lantern lecture was held some time ago, when slides depicting the various processes and machines employed in making Meccano were shown. The Secretary also delivered a lecture on "The Life Story of Meccano," which he had followed from the early numbers of the "M.M." and translated into Dutch for the benefit of the members. Club roll: 24. **Secretary:** Mr. H. G. Van der Sluis, 108, Stadhoudersplein, Den Haag, Holland.

New Zealand

Invercargill M.C.—The last report received from this club gave particulars of an Exhibition of Meccano models—the first to be held in the colony. Thirty models were on view, including the Meccano Loom, which caused great interest. The Club Leader is assisting other Meccano enthusiasts to form clubs in New Zealand, and is doing valuable work for the Guild. Club roll: 70. **Leader:** Mr. W. H. Laytham, 10, Chelmsford Street, North Invercargill, Southland, New Zealand.

Australia

Adelaide M.C.—After the winter recess, this club recently commenced its summer session. Model-building and lectures are regular features, while outings are eagerly looked forward to by members. Some weeks ago a local Meccano dealer displayed several working models, including a beam-engine pump, drop-stamp, vertical saw and plane, which attracted such crowds that the police were obliged to ask the dealer to move the models into a side window. Club roll: 15. **Secretary:** Master T. Cornish, 100, Walkerville Terrace, Walkerville, S. Australia.

Footscray M.C.—Recently joined forces with the local Scouts, whose new hall they are now sharing. This change of quarters will permit of more new members being enrolled, and a very successful session is anticipated. Club roll: 20. **Secretary:** Master H. L. Roach, 48, Stirling Street, Footscray, Victoria, Australia.

India

Calcutta M.C.—Several local gentlemen are taking an interest in the club, and it is hoped to organise an Exhibition and Concert in the near future. Meccano boys in Calcutta are invited to join the club, and full particulars may be obtained from the **Secretary:** Master A. N. Roy Chowdhury, 35-2, Beadon Street, Calcutta.

Ceylon

1st Ceylon M.C.—Has been in existence since March 1922, and several very successful Exhibitions have been held. The club is open to members of the Dharmaraja College, Kandy, and is the first affiliated club in Ceylon. **Secretary:** Master B. K. Billimoria, Dharmaraja College, Kandy, Ceylon.

White Notley M.C.—A recent model Exhibition, assisted by several side-shows organised by the Secretary, brought in £1 9s. 0d., out of which prizes for club competitions were bought, the remainder going to the club funds. The Exhibition was described in the local press as being "one of the finest shows ever seen in the parish." The Rev. S. Goodhart, the club President, gave a humorous entertainment some weeks ago, which was greatly appreciated. Unfortunately the club will be losing the services of their enthusiastic Secretary very shortly, whose absence will be greatly missed. Club roll: 12. **Secretary:** Master F. Fox, 2, Station Road, White Notley, Witham, Lincs.

St. Mary's (Newington Butts) M.C.—With a total membership of 103, now holds the record of being the largest Meccano Club in the world. To celebrate the event, a meeting of all old boys and members was recently held, the attendance being over 200. Representatives of local newspapers were also invited, and a very enjoyable evening was spent. The club continues to progress, and a Fretwork section has lately been included in the club's activities. A lecture and practical demonstration of the evolution of modern railway signalling was greatly appreciated. **Secretary:** Mr. C. A. E. Curle, 37, Pullen's Buildings, Peacock Street, London, S.E.11.

King Edward's (Birmingham) M.C.—Instead of arranging a programme for the session, this club tried a new method during the past session. At the end of each weekly meeting arrangements and plans for the next meeting were made, and this scheme was found to be very successful. Three dates were fixed, however, for a Mock Trial, Impromptu Concert and a Club Tea, the last event being easily the most popular! **Secretary:** Master N. J. Robertson, 30, Hinstock Road, Handsworth Wood, Birmingham.

Stationer's School M.C.—Activities during the last Session included visits to the Tower of London, Marconi House and the Mint. Papers were read on Model Railways, Working Electrical Models, Motors, Ships, and the Telephone. A club magazine called the "News Box" has been produced, the first number meeting with an excellent reception. Membership now stands at 25, but it is hoped to increase this before the end of the Term. **Secretary:** Master S. Martin, 47, Tottenham Lane, Hornsey, N.8.

Surbiton Hill M.C.—Attendance has been below the average for the last session. Model-building, Boxing, Stamp Collecting Competition, Curios and Coin Collecting are popular club activities. Any boy wishing to join should write to the **Secretary:** Master Arthur G. Eley, 102, Tolworth Park Road, Surbiton, Surrey.

Parkstone Congregational M.C.—Splendid progress has been made during the last few months, and the club now possesses a two-valve wireless receiving set. A football team was organised, and the club concert-party has given numerous entertainments throughout the year with great success. An exhibition and concert was held at the close of the last session. **Secretary:** Master Stuart Bridle, "Newton Glen," Sandbanks Road, Dorset.

Redruth M.C.—Summer activities, including country rambles and outdoor games, are being enjoyed by members. Several plays have also been given by the club, who are fortunate in having the use of their club-room free of charge, through the kindness of the Secretary's parents. Club roll: 22. **Secretary:** Master L. Trenberth, Tunnel Stores, Redruth, Cornwall.

Luton M.C.—The past session has been a great success, the programme including model-building, lectures and wireless evenings, several members having constructed their own receiving sets. Meetings are being held fortnightly throughout the summer months. Club roll: 26. **Secretary:** Master L. Goldsmith, 69, Tennyson Road, Luton.

Norwich Enterprize M.C.—A regular summer session is not being introduced, but cycle runs and occasional outings will be arranged. The Club Secretary was recently successful in winning an Apprenticeship Premium and was heartily congratulated by the club members. **Secretary:** Master C. R. Agar, 73, Vincent Road, Norwich.

Knutsford Lecture Hall M.C.—The past session has been very busy, and included a Social Evening with music and games, model building and prize contests, boxing, lectures on "Gas and How it is Made" and other interesting subjects, and concluded with an Exhibition at which 15 members exhibited models. Two models loaned by Headquarters attracted considerable interest. The club roll now numbers 20. **Secretary:** Master L. Shepherd, Grove Lodge, Knutsford, Cheshire.

Holy Trinity (Blackburn) M.C.—The Club Leader reports that last session proved the most successful in the club records. A "Potato-Pie Social" and Musical Evening marked the end of the session. A local gentleman interested in the club kindly gave two prizes for the best models exhibited by members. The monthly rambles arranged for the summer session are very popular and well attended. Club roll: 18. **Secretary:** Master H. Jepson, 11, Pine Street, Blackburn.

Westcliffe and District M.C.—At a recent Social every member brought a girl friend, and the valuable publicity thus afforded resulted in ten new members being secured. The club members are enthusiastic footballers and hope to arrange matches with other Meccano Clubs next season. Club roll: 46. **Secretary:** Master David S. Cecil, 22, Valkyrie Road, Westcliffe-on-Sea, Essex.



Model Railways

by Henry Greenly

(Pub. by Cassell and Co. Price 1/6).

This book should prove of the greatest interest to all Meccano boys. Mr. Greenly has been for many years a recognised authority on model railway matters, and in his book he gives the results of his great experience. Writing in a clear and interesting style, he covers practically every type of model railway, ranging from gauge 0 indoor lines to 18" gauge outdoor passenger-carrying systems with locomotives one-third full size. The chapters on permanent way, points, crossings and signals are particularly valuable, and there is much useful advice on the construction of bridges, tunnels, stations, locomotive sheds, signal boxes, and all the rest of the accessories that help to give the model railway a touch of realism. The book is well illustrated by photographs and drawings, and forms a valuable work of reference.

The New Antofret

(Pub. by Hobbies Ltd. Price 1/- net).

The name of "Hobbies" is too familiar to Meccano boys to need any introduction, but the fact that this firm publishes a series of books on various hobbies is perhaps not quite so well known. The latest addition to their list is the "New Antofret," which should make a direct appeal to every worker in wood, both young and old. Antofret is a new form of fretwork recently invented by an Italian priest, Mgr. Antonini, after whom the new craft has been named. Its many applications and uses are fully and clearly explained in the book, which also contains excellent illustrations of various objects made by the new craft.

The Story of Iron and Steel—(cont. from p. 175)

manufacture of iron and steel. From that time the importance of malleable iron rapidly declined, and it was superseded for one purpose after another by the mild steel from the Bessemer converter. The reason for this was that the material produced by the converter was of very much better quality than the product of the reverberatory furnace, and it was also produced more quickly and in larger quantities. To-day such things as rails, boiler-plates, ships' plates and girders, which formerly were made of malleable iron, are invariably made of steel.

The Bessemer process filled a great need, but it is probable that it has passed its zenith and is on the decline. Its great drawback is that the steel it produces is liable to be irregular in quality.

NEXT MONTH:—

The Open-Hearth Process and the Electric Furnace

CATALOGUES RECEIVED

We have received the following catalogues this month. Should any of our readers write to the firms concerned, they will assist us by mentioning the "Meccano Magazine."

Messrs. The Igranic Electric Co. Ltd. (149, Queen Victoria Street, London), whose name is already familiar to readers of the "M.M.," have recently sent us a copy of their latest catalogue, which is well illustrated and of great interest to the radio experimenter. Tuning-Coils (including the world-famous Honeycomb Duolateral Inductances), Coil-Holders, Variometers, Vario-Couplers, Transformers, Filament Rheostats, Vernier Friction-Pencils and Transformer Coils, are some of the devices described and illustrated. Every piece of apparatus bearing the Igranic trademark is carefully designed by expert workmen, and may be relied upon to give splendid service, as the Igranic Electric Co. has had many years of experience in manufacturing all classes of electrical equipment.

Covering the many branches of the photographic art and brightly written in non-technical language, *Photography in the Home* should be included in the kit of every Meccano photographer. Published by Messrs. W. Butcher & Sons Ltd. (Camera House, Farrington Street, London, E.C.4), the well-known makers of cameras and photographic apparatus, this handy booklet describes everything from the use of flash-powder to the art of micro-photography. In addition, there are many illustrations of cameras, as well as a variety of accessories. Those interested in photography are strongly advised to obtain this booklet, which will be sent post free to any reader mentioning the "M.M."

Metal Casting at Home

The ingenuity of toy makers appears to be almost unlimited, and an excellent illustration of this is provided by the casting moulds advertised in our pages and sold by Messrs. A. Rodways, 102, Long Street, Birmingham. By means of these moulds perfect little castings of animals of all kinds, ships, soldiers, Red Indians, etc., can be made, and those of our readers with Hornby Trains will be particularly interested in the mould for casting a miniature railway station staff. Full instructions are supplied with each mould, and the process is so very simple that it is almost impossible to go wrong. Everything is supplied except the casting material, which may be any kind of old lead pipe or scrap. Most boys will be able to find an old iron spoon or some similar utensil in which to melt the lead, but if not, a suitable ladle may be obtained from the firm. After the models are cast they may be coloured to make them more realistic, for which purpose special materials are supplied.

Forming a Cycling Club—(cont. from p. 199)

out, and copies given to each member. Some days before an outing is due to take place, a reminder notice of the event should be put up on the club notice-board for the benefit of forgetful members. These duties fall to the lot of the Secretary of the Cyclist's Section. If it is desired to increase the membership, other boys who are not members of the Meccano Club may be admitted at the discretion of the Club Leader, while notices in the local papers or in a cycle dealer's window are both splendid means of making a cycling club well known in the district.

Additional Attractions

There are many other matters that cannot be dealt with in this column for want of space. For example, wet evenings could be devoted to lectures by club members or visitors on subjects of interest to cyclists, such as "Re-enamelling a Bicycle," "The Principle of a Three Speed Gear," etc., while inter-runs with other near-by cycling clubs could very easily be arranged. These details, however, may safely be left to any capable and enthusiastic Secretary, who, if he follows the advice given above and has the loyal support and co-operation of the members, should find no difficulty in adding yet another successful branch of activity to his Meccano Club.

NEXT MONTH:—

RULE OF THE ROAD

OUR MAIL BAG



In this column the Editor replies to letters from his readers, from whom he is always pleased to hear. He receives hundreds of letters each day, but only those that deal with matters of general interest can be dealt with here. Correspondents will help the Editor if they will write neatly in ink and on one side of the paper only.

H. Stafford (Sheffield).—We note that you enjoy our Fireside Fun and our Cycling pages. Yes, we certainly hope to visit the British Empire Fair, and we have no doubt that thousands of Meccano boys will send their way to Wembley during the next six months. Your suggestion for an exhibition essay competition is good and we may adopt it.

C. Flint (Notts.).—If your sister insists on using our Meccano parts and will not return them, the only course left open to you is to see that she gets a Meccano Outfit all to herself. It is awfully difficult to be rough with sisters, so we must be generous instead!

P. C. Thornton (Winchester).—You may assure your "pagan" friend that the number of Meccano boys throughout the world runs into millions—the younger ones are coming in faster than the older ones drop out! Send us your articles on conjuring, and they will be considered.

H. Williamson (Blackpool).—We are glad to hear from you again, and hope you will now write oftener. We shall commence our Nature column in the near future, and we shall also publish some very fine articles on railways. The "M.M." will continue to grow both in size and quality.

J. Grimley (Southport).—We hope you will find the show cards and other things that we have sent to you useful. We are always pleased to assist any boy who proposes attending a carnival dressed as a Meccano boy.

J. Hawkins (Torquay).—Our trouble is how to include in the "M.M." all the good things that we have available, Jack. We have plenty of new and interesting Radio matter, but, as you can see, our space is limited. The size of the "M.M." will shortly be increased still further and this will help us.

G. R. Thompson (Cleethorpes).—We scarcely see the necessity for a special badge for cyclists, George, and it seems to us that it might prove a little confusing to have two Guild badges. Thanks for your kind message.

Mrs. M. A. Watts (Milton).—We are gratified to know that your boy derives pleasure from Meccano, and we appreciate the tribute you pay to all our goods. We should like to have your full address, as a letter sent to you has been returned to us through the post.

W. G. Hartley (Birmingham).—We note that in your case R.S.V.P. means "Readers seem very pleased"—this certainly applies to yourself, and we much appreciate your compliments.

L. Kouyoumdjian (Bagdad).—Many thanks for your interesting photograph. It is a far cry to Bagdad and we fear there is little chance of our opening a branch in your city at present! Many of your stores have stocks of Meccano, however, and you should have no difficulty in obtaining what you require. We are always very glad to hear from you.

C. Nicholas (Victoria, Aus.).—We certainly do get many letters from Australian Meccano boys. They arrive always by the same mail on Mondays—a big batch of them, and they keep us absorbed for hours, because they are so extraordinarily interesting, just like your own. We have replied to some of your queries by letter. Thanks for your newspaper cutting and your contributions to our "Fireside Fun," which we shall probably be able to use.

T. Dark (Booval, Queensland).—We are relieved to have your assurance that you are not dead. The recipe for killing the insect pest which you quote:—

"Take the little insect;
Hit him on the head;
Hit him hard and often;
Hit him till he's dead!"

would work well if the farmer had lots of time, but we agree with you that the recipe wasn't worth the money that the thousands of farmers sent to the man who advertised it. We shall shortly publish an article on the N.S.W. new Shore Bridge.

G. H. Nelson (Streatham).—You don't need our permission to write to us. A boy who has used Meccano as long as he can remember has earned the right to be numbered amongst our close friends, and close friends always write to each other often.

J. W. Horton (Bognor).—Thanks for your assurance that you will never give up reading the "M.M." If you think that your mathematics master would be "bucked" if he knew how you are solving our problems by means of algebra, why not tell him?



Fireside Fun

This Month's Short Story

Little Boy;
Box of Paints.
Licked 'em all;
Joined the Saints.

THE continued popularity of "tongue-twisters" among our readers is very surprising, and I have been hard put to it to keep my tongue from getting into a terrible knot these last few weeks! Whilst I am very pleased to receive really good tongue-twisters, I do sometimes wish, on an extra busy morning, that the perpetrators of some of the twisters could stand in front of me and be made to say their own concoctions quickly half-a-dozen times, under pain of a severe penalty!

What would my readers do if one morning they opened a letter (from Master Basil Frost, of Egham) reading:—

"In Huron, a hewer, Hugh Hughes,
Hewed yews of unusual hues,
Huge ewe sheds of queer hued yews,
Did Hugh Hughes hew for his ewes."

I felt like never wanting to hear of Mr. Hughes again!

Then, another day, I seemed to have fallen into the middle of a bed of thistles, for I received quite half-a-dozen twisters, all of which ran something in this fashion:—

"She sifted thick thistles, twisted thick thistles. Sifting the thick twisted thistles sat she. With strong string she strung them in sheaves; and Cissie, her sister, insisted on shifting the thistles her sister sifted."

(Master G. H. Penketh).

Another person, bearing a much more ambitious name than mine, also appears to have had trouble with thistles (according to Master H. Tattersall, of Elland) who tells me that:—

"Theophilus Thogmorgan Thackeray thrust his thumb through three million three thousand three hundred and thirty three thick and thin thistles. If Theophilus Thogmorgan Thackeray thrust his thumb through all these thick and thin thistles, where are all the thick and thin thistles through which Theophilus Thogmorgan Thackeray thrust his thumb?"

Leaving the thistles and the troubles of Theophilus for the moment, we may try our luck with the day's work as performed by the gentleman queerly known as Mr. Thomas Titmouse. It appears (at least, so says Master Cyril Cruikshank of Insch, N.B.) that:—

"Mr. Thomas Titmouse took two tees to tie two tups to two tall trees. If Thomas Titmouse took two tees to tie two tups to two tall trees, then where are the two tups that Thomas Titmouse tied with two tees to two tall trees?"

So much for this month's twisters! Next month I shall print one of my own twisters, as I think it is now my turn to try to catch out those who have sent me their efforts. I have an idea, too, that I shall succeed, and I fancy that outside all the doctors' surgeries, about 2nd August, there will be long queues of "M.M." readers with their tongues in terrible knots! Those who are not in the queues will probably be receiving attention, lying quietly at home in a dazed condition!

We shall see!

Puzzle No. 25.

Those who pride themselves on their knowledge of Geography will be able to exercise their wits with the following puzzle, contributed by Master A. N. Cowley, of Attenborough, Notts. (to whom the monthly prize of 5/- has been sent). The puzzle is to discover which places these phrases represent:—

1. A pudding connected with roast beef.
2. Something to keep off the rain.
3. What we breathe.
4. A bottle-stopper.
5. A coloured motor.
6. Good quality.
7. An untasted dish.
8. A favourite sauce.
9. A child's cries.
10. An expensive piece of meat.

Puzzle No. 26.

Judging by the large number of this class of puzzles that have been received during the past few months, "word squares" are very popular. This is interesting because at one time they enjoyed a remarkable popularity with adults in some puzzle pages in the "grown-ups" newspapers. The puzzle is to fill in the blanks with letters which themselves form a complete word and yet allow the columns to read from top to bottom as they do from left to right.

ESC A P E
S S
C T
A E
P E
E S T E E M

Q. What is it that will go up down, but will not come down up?

A. An umbrella up a chimney.

Q. It has several windows, but no door, and sometimes the roof is used as the floor. What is it?

A. A motor-bus.

(Contributed by Master B. Kirkman, Forest Gate, E.7.)

Puzzle No. 27.

What is it?

It's easy made—save care you take,
E'en with care it's easy to make.

(Contributed by Master Alan N. Cowley, Attenborough.)

An Irishman was seated in a train beside a pompous individual who was accompanied by a dog.

"Foine dog ye have," said the Irishman. "Phwat kind is it?"

"A cross between an Irishman and an ape," the man replied.

"Shure, an' it's related to both of us," the Irishman retorted.

Answers to last Month's Puzzles

No. 23. Postman.

No. 24. Missing words:—

I do not like *IT* said the man with the black *TIE*. The *RITE* we have just witnessed was very impressive. When you *INTER* a man you *RETAIN* a *CERTAIN* means of identification. There will be a reaction against *CREMATION* when the *IMPORTANCE* of this is realised.

We offer a prize of 5/- for the best puzzle submitted each month, and prizes of 2/6 each for any other puzzles printed.

Puzzles should be expressed as clearly as possible and the answers should be given in each case. Diagrams should be clearly drawn and letters should be addressed "Puzzles," Meccano Magazine, Binns Road, Liverpool.

The conversation had changed from one thing to another, finishing up with high buildings.

The American thought he had them all beaten when he said there was a building in New York so high that it took a person at least twenty-four hours to get to the top.

"Sure," said Pat, "there's a little building I was working on some time ago in good old Dublin, when one Saturday morning about eleven o'clock I dropped my hammer from the top, and sure and begorra when I went to work on Monday morning the thing hit me on top of the head!"

James Mulligan was the only man in the village who could be hired to use a lawn mower or attend to the gardens, and he never lost a chance of impressing the fact upon a listener.

"I've got to get this job through for your ma as quick as ever I can," he announced to the small son of one of his employers. "I'm losing half-a-crown an hour every minute I'm here. There's three people waiting for me now, and I don't know how they are going to get along till to-morrow without me, any one of them."

"Why, Mr. Mulligan," said the boy respectfully, "I don't see how you are losing half-a-crown an hour when mother pays you a shilling an hour, and you couldn't be in more than one place at the same time and —"

"Have you got as far as geometry in your studies?" inquired Mr. Mulligan.

"No," admitted the boy.

"When you do you'll understand a good many things that's hid from you now," said Mr. Mulligan, resuming his leisurely progress over the lawn!



Small Advertisements

(See also page 196)

FOUNTAIN PEN. Self Filling. Nickel Plated, Lever Action. Post Free, 1/-.—E. M. Creasy, The Bazaar, St. Ives, Cornwall.

ADVICE, HANDBOOK & CONSULTATION FREE. King, Registered Patent Agent, 146a, Queen Victoria Street, London, E.C.4. 37 years' references.

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COLLECTORS' OPPORTUNITY. Gorgeous exotic Butterflies, 50 set specimens for 12/-; 25, 6/6; 12, 4/-; carriage 1/-.—E. C. Riggall, 2, Ugate, Louth, Lincs.

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Publication Date. The "M.M." is published on the 1st of each month and may be ordered from any Meccano dealer, or from any bookstall or newsagent, price 2d. per copy. It will be mailed direct from this office, 1/6 for six issues and 3/- for twelve issues (post free).

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Overseas readers are reminded that the prices shown throughout the "M.M." are those relating to the home market. Current Overseas Price Lists of Meccano Products will be mailed free on request to any of the undermentioned agencies. Prices of other goods advertised may be obtained direct from the firms concerned.

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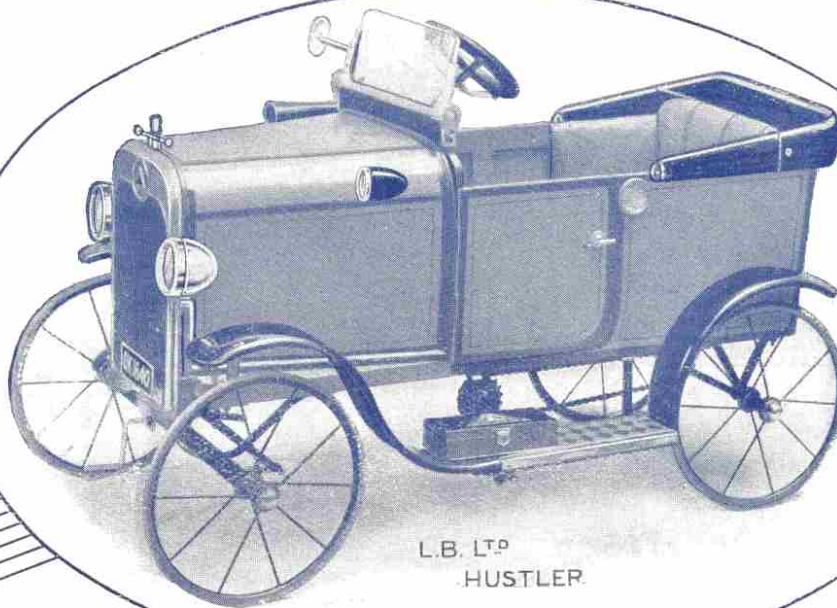
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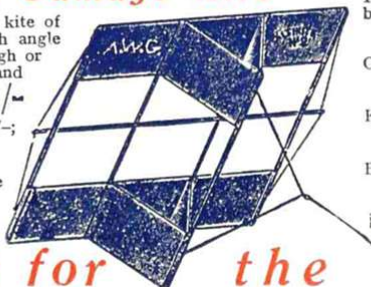
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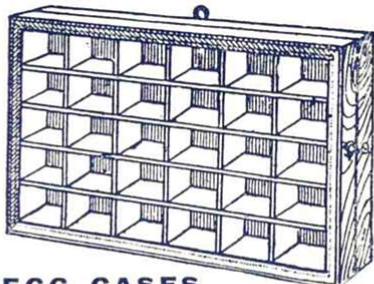
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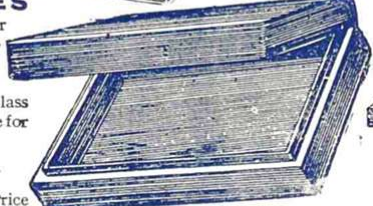
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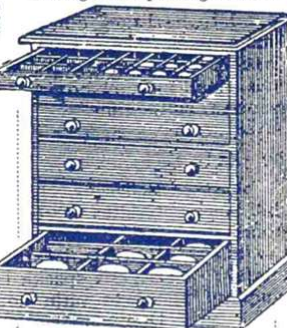
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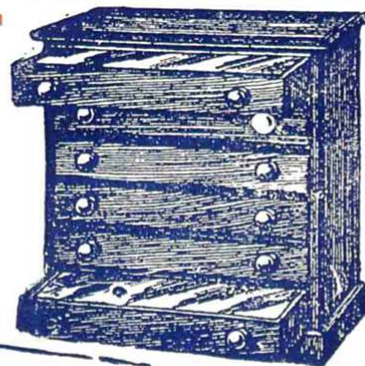
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