

GRAND VICTORY NUMBER.

4^{D.}

Hobbies

THE
FRETWORKERS' WEEKLY.
For All Amateurs & Craftsmen.

VOL. XLVIII.

MAY 3, 1919.

No. 1229.



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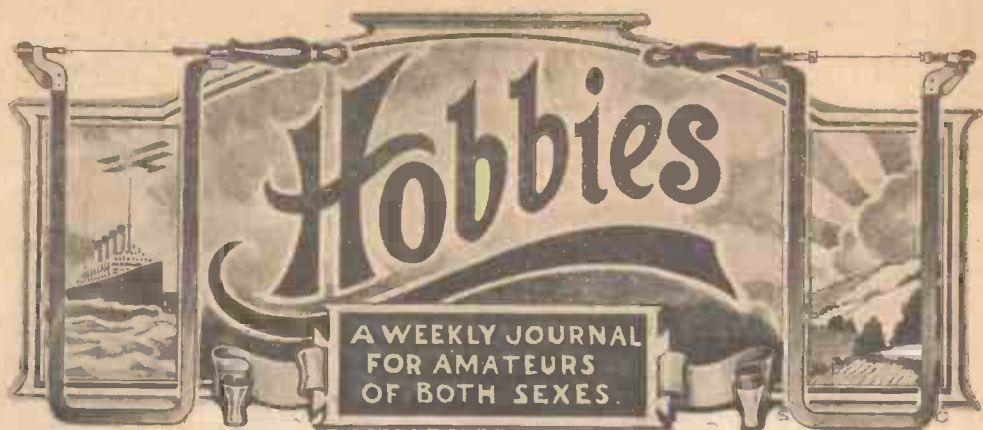
No. 4 STRIPWORK OUTFIT.

STRIPWORK may be termed the silent teacher with perfect truth. It is not merely something to keep the youngsters quiet, although it certainly does do that. Its chief merit, however, is that it is a most valuable method of spare-time training in habits of accuracy and industry and in demonstrating simply some of the great laws of mechanics.

Stripwork consists of the construction of every conceivable kind of model from prepared strips of wood by means of simple and safe tools.

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Vol. 48.
No. 1229.

VICTORY NUMBER.

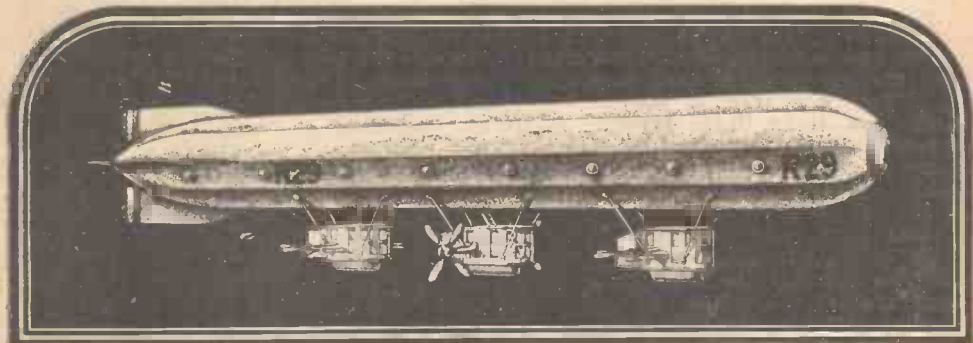
MAY 3,
1919.

FRETWORK MODEL BRITISH AIRSHIP.

THIS, we feel certain, will be considered one of the most sensational fretwork model designs ever published. Some of our readers may wonder why we chose such a subject as a special design for our Victory Number, when it is a well-known fact that the Zeppelin proved a dismal failure during the great war, but the tremendous struggle is over, victory is ours—we rejoice

wide, and 6½ ins. from top of envelope to bottom of cars, while the stand is 2ft. 4 ins. long and 4½ ins. high. The height of the complete model on the stand is 8 ins.

Although a somewhat difficult piece of work, if our instructions are carried out, those who undertake the task will not experience much trouble, and will certainly be delighted with the results of their efforts.



No. 119 Special.—MODEL BRITISH AIRSHIP.

Length, 2ft. 11½ in. Width, 5 ins. Depth, 6½ ins.

in the great triumph of the Allies—and the British airship, which we depict in our model is a Peace Airship with a great future before it. There is every reason to believe that it will prove a wonderful commercial success. Viewed in that light, our readers who are fretworkers will heartily welcome this design.

The model itself is 2ft. 11½ ins. long, 5 ins.

How to Make It.

The first piece of work to be taken in hand is the framework of the envelope, or body, and for that purpose will be required the eight discs (No. 1 in schedule), 10 ribs (No. 2), and nose and tail to take ribs (Nos. 4 and 5), all of ¼ in. material. We recommend that one disc should be cut and the others marked out from same with a very fine pencil. like-

wise the ribs, so that should any slight irregularity occur in the cutting the shape would be maintained throughout. When these parts have been cleaned up with sandpaper they may be fitted together, and it is essential that during the fitting some method of marking

to do this, nine of them are the same width, and one a trifle larger. The necessity for the latter is obvious when it is stated that the last piece to be fixed will be required to overlap No. 1 and No. 9. Lay this piece away from the rest until wanted, or you may have

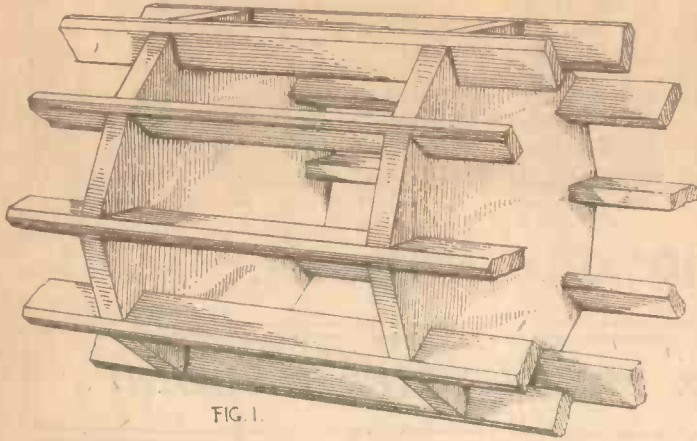


FIG. 1.

an inclination to trim it down if you temporarily forget its real purpose. Workers must use the best kind of glue, quantities of which can be procured from Hobbies Ltd. One may start covering at any section of the framework. The bend at each end being rather sharp, it will be necessary to make the veneer pliable to ensure satisfactory fixing. This may be done by dipping each end three or four times in boiling water a depth of about four inches. The required shape can then be easily obtained. Each piece must be dealt with separately. Now glue the ribs, also the underneath of the veneer, and place the latter in position, using very fine fretwork pins near each edge to make secure. The insertion of the pins should be commenced at the third disc from each end. If thought necessary, fretpins may be used at each rib. We would draw particular attention to the fact that while the greatest care must be exercised in fixing the covering, it is absolutely necessary that the whole process should be carried out quickly, otherwise the glue will get cold and become quite useless for the purpose for which it was

the parts should be adopted to ensure their being finally returned to their correct places for fixing. The make-up being satisfactory, glue the ribs in the slots, and insert at each joint a half-inch fretpin, the head of which should be punched below the surface of the wood in order to be perfectly clear for the trimming of the sharp edges. A section of the framework, showing the ribs in position, will be seen at Fig. 1. Parts 4 and 5 will be fitted to the ribs in like manner, particular care being taken to place them at their proper ends. There is a slight difference in the sizes of the two, and to misplace them would mean trouble; the best plan is to mark them when fitting. Now glue them in their positions, and really there should be no need for nailing, but if thought necessary, a fine nail may be inserted in each, to be withdrawn when the glue has thoroughly set. Note that these parts come flush with the ends of the ribs, as shown in Fig. 2. See also that the holes in the ends are cut the correct size, and central, otherwise the nose will not be accurate. When the glue has set, trim the edges, and for that purpose use one of Hobbies small iron planes and a flat file. Here a glance at Fig. 2 will be helpful. The straight portions can be taken off with the plane, and the bent parts trimmed evenly with the file. This will bring the nose and tailpieces to their correct sizes. Any protruding roughness should then be cleaned off.

put on. After fixing, slightly damp the outside surface, which will prevent the veneer from curling. An idea of the method of covering may be gathered from Fig. 2, which shows the first piece of veneer in position. The same figure also shows how the edge of

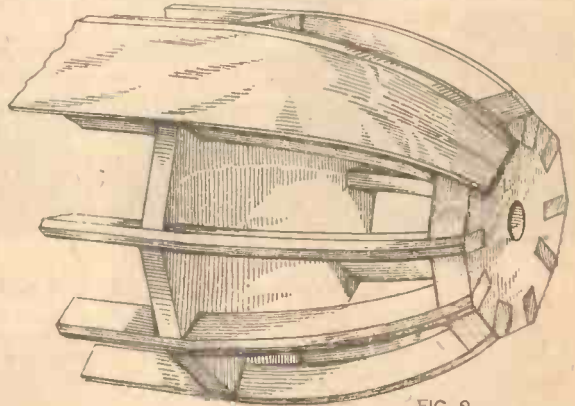


FIG. 2.

Covering the Envelope.

The framework is now ready for covering. There are ten pieces of veneer with which

put on. After fixing, slightly damp the outside surface, which will prevent the veneer from curling. An idea of the method of covering may be gathered from Fig. 2, which shows the first piece of veneer in position. The same figure also shows how the edge of

MODEL OF BRITISH AIRSHIP.

the veneer, when fixed, must be trimmed for the edge of the next piece to overlap. Deal with each layer in the same manner, with the exception of the last piece, which,

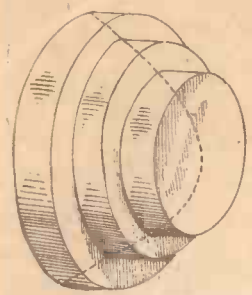


FIG. 3.

as already stated, covers the edges of both No. 1 and No. 9 pieces. Under no circumstances must the ends of the veneer be touched until the glue is thoroughly set. Then they may be trimmed, and for that purpose a very sharp knife will be found useful. Clean off flush.

Making the Nose.

The nose consists of three circles of wood of 3/4 in. thickness (see Fig. 3). The largest circle is 2 1/2 in. in diameter, and the other two 2 1/4 in. and 1 3/4 in. It will be noted that the two larger circles have 1/2 in. holes in their centres, but before these holes are drilled, scribe on the 2 1/4 in. one a circle of the same diameter as the smallest disc, namely, 1 3/4 in., to ensure the correct position of the latter upon the former. If the holes are drilled regardless of this point the centre will have disappeared and the position of the smaller circle will be difficult to determine. The three circles will be glued together on the half-inch rod supplied, leaving about half-an-inch projection of the latter for the purpose of fitting to the front of the body. This done fix the nose in its place with glue. The same method can be carried out in regard to the tail, but in this case there are four circles of 1/4 in. thickness.

When the tail has been fixed and the glue set, clean off the overlapping edges of the covering of the body with a medium file and fine sandpaper. Shape the nose and tail by gradually trimming all round until the edges of the circles disappear, and finish with a medium file and sandpaper.

The Rudders,

Next cut out the four rudders, two vertical and two horizontal (Nos. 6 and 7) to outline only, then divide them as indicated for fitting the brass hinges. The method of securing the hinges is made clear by Fig. 4. The vertical rudders are secured to the top and bottom of the body with glue and fine fretpins. Probably they will not fit correctly at first, and it will be necessary to ease them if they are slightly full. The horizontal

rudders will require the sharp edges on the body where they are to be placed to be reduced to a width of 3-16 in. to form a bearing for them to be glued to. This can be done with a file.

Valves and Number

The valves and upper parts of same are cut from 1-16 in. and 1/4 in. wood, glued together, and fixed on the body as shown on the Design Sheet. The positions of the number of the airship is also indicated.

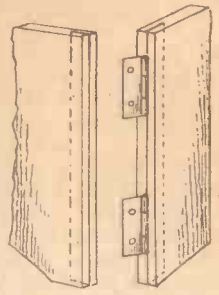


FIG. 4.

The Cars.

As seen from the illustration of the completed model, there are three cars, one of which is shown on a large scale (without propeller) in Fig. 6. The making of these will be next proceeded with. They consist of Parts 10 to 18 inclusive. In each case the body will be cut from 1 in. wood (see Fig. 5) and the best method of cutting the, aluminium covering will be to fix it to a piece of 1/4 in. wood with fretpins inserted in the parts of aluminium which will be cut away. The metal can then be cut quite satisfactorily with a fretsaw. Fix the top and bottom to the body with the exception of the canter top, then bend the aluminium round the body and fix with fretpins. Any projection of the metal likely to interfere with the fitting of the canter top can be easily filed off at this stage. The canter top is then fixed.

Engine and Propellers.

Next get out the engine (No. 15) and glue it to the bottom of the car. This part is plainly seen in Fig. 6. There are two propellers to

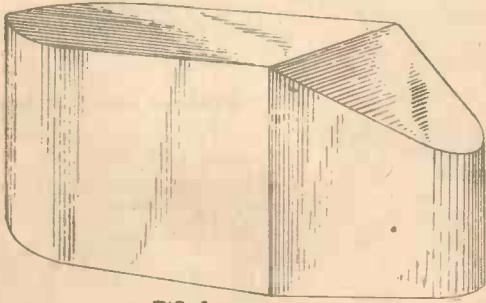


FIG. 5.

each car; Fig. 7 illustrates one with its support. Each support will have a washer glued on top, and then be fitted to the side of the car. The holes for these must be the same shape as those already made in the aluminium, and probably the best way to make them is to drill a 3-16 in. hole, and then complete

the opening with a fine chisel, or fine sharp knife. When ready, glue in the supports. The propellers should be cut to outline, and all blades shaped on one side first, then the other—not the blades separately on both sides. There are two ways of doing this—either with a very fine sharp knife, or, for safety, with a rasp and file. Having cleaned the propellers nicely with sandpaper, fit them to their supports with 1/4 in. No. 2 round-headed screws, allowing sufficient play for

them to revolve. They should be fitted as shown in the illustration of the completed model — some vertical and some horizontal.

The Ladders.

Loading from each car to the body is a ladder (No. 24), cut from 1-16in. wood. The bottom ends are first fixed to the cars, and the tops pass through a hole drilled on a bevel in the body.

It may be a guide to workers if we mention that in our model the position of the first ladder hole in the body is 11ins., the second 17½ins., and the third 25ins., measuring in each case from the end of the nose.

Fixing the Cars.

The metal supports are fixed to the cars with round-headed ½in. brass pins, and when that has been done the cars may be attached to the body, the ladders being pushed through the holes, as previously instructed. They can

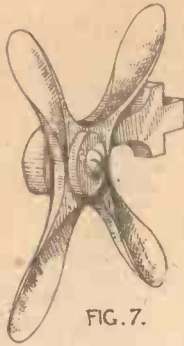


FIG. 7.

red, white and blue strips are placed on the rudders. We suggest the use of glue to fix these.

The Stand.

The stand for the model (Figure 8) consists of a base of ½in. material, chamfered to section, and two ½in. uprights cut to pattern and glued in mortices at points marked on the design sheet. We recommend workers to make the stand first, as it will be found exceedingly useful for placing the model on and keeping it in the desired position during the process of construction.

Schedule of Parts.

Below we give a schedule of the parts, also particulars of Hobbies Special Parcel of materials for making the models.

No.		Number Required.	Thick-ness, ins.
1.	Disc framework of airship	8	½
2.	Ribs framework of airship	10	½
3.	Covering framework of airship	10	1-16
4.	Nose to take ribs	1	½
5.	Tail to take ribs	1	½
6.	Horizontal rudder	2	3-16
7.	Vertical rudder	2	3-16
8.	Front of airship, one of each	3	½
9.	Back of airship, one of each	4	½
10.	Body of car and shape to side view	3	1
11.	Bottom of cars	3	½
12.	Top of cars	3	½
13.	Canter top of cars	3	½
14.	Aluminium outer covering to car	3	—
15.	Engines to be glued under floor of car and shape to section	3	½
16.	Supports to propellers	6	3-16
17.	Washers to be glued on propeller supports	6*	1-16
18.	Propellers, and shape to section	6	½
19.	Number of airship (cut two of each together)	4	1-16
20.	Valves to be glued on each side of ship	16*	1-16
21.	Upper parts of valves glued on valves shown by dotted lines	16*	½
22.	Base of stand cut to sizes given and chamfer to section	1	½
23.	Uprights to stand	2	½
24.	Ladder from each car	3	1-16

* Cut two together.

H. A. M.

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FRETWOOD.—For this design we supply a selected parcel of fretwood, including sufficient turned rods, 10s., post free 11s.

FITTINGS.—One strip polished aluminium, 12 dull plated stamped and bored struts, 4 red, white and blue printed rings. Red, white and blue strips for rudders, and 4 pairs brass hinges, complete set, 4s. 6d., post free, 4s. 9d. Complete parcel will be sent, carriage paid, 15s. 6d.

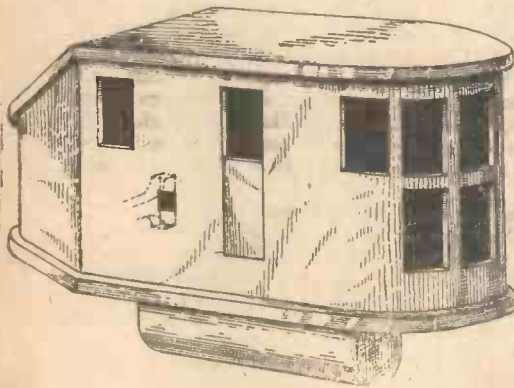


FIG. 8.

easily be adjusted to their proper positions by allowing a space of 13-16 between the top of each car and the bottom of the body.

The national colours, in the shape of four paper circles, are fixed one on the top, one on the bottom, and one on each side in the centre on the same surface as the valves; and

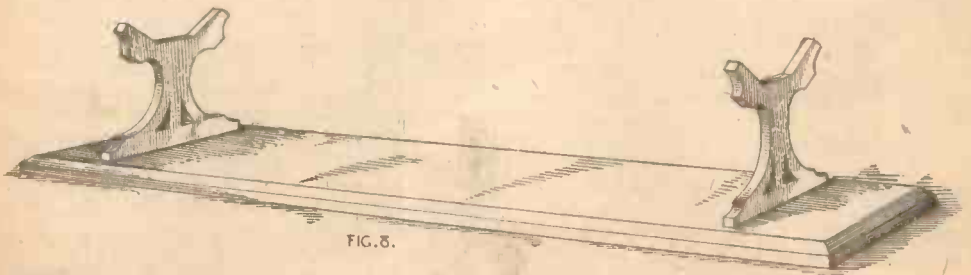


FIG. 9.

THE LORD MAYOR OF LONDON

SIR HORACE BROOKS MARSHALL,

MA., LL.D.

IT may not be universally known among our readers that the present Lord Mayor of London, Sir Horace Brooks Marshall, M.A., LL.D., is the head of the great firm, Horace Marshall & Son, Temple House, Temple Avenue, and 125, Fleet Street, E.C., who publish HOBBIES every week. In a very real sense he represents the mighty army of the Press in general, for not only is Temple House the headquarters of an extensive stationery business, but it is the medium through which millions of newspapers, magazines, books and periodicals are delivered to the newsagents and booksellers day by day, except Sunday, it being a notable fact that at Temple House there is a strict rule that in no circumstance shall Sunday work be carried on. HOBBIES, which enjoys a circulation of many thousands weekly, of course, receives its due attention, and it is largely owing to the systematic manner in which the firm's staff deals with our journal that our readers get it supplied to them so promptly.

Our Publisher Peace Lord Mayor.

In our Editorial Department we jealously regard Sir Horace Marshall as "Our Publisher," but there is something so admirable in both his business and personal qualities that we like to think of him as one even more

closely attached to us than the general meaning of the business phrase is capable of conveying. Naturally, then, we are proud of his election to the exalted office of Lord Mayor of the largest city in the world. We as a journal which seeks to encourage and promote amateur arts and crafts of a distinctive character, could not wish to be represented by a more eminent citizen, and it is fitting that in this, the most memorable year of his public life, we should avail ourselves of an opportunity of paying him a compliment, inadequate though it may be compared with the recog-



THE LORD MAYOR (SIR HORACE MARSHALL, M.A., LL.D.)
IN HIS ROBES OF OFFICE

dition deserved, through the pages of our Victory Number. It is particularly appropriate that we should do so in this special issue of HOBBIES, as Sir Horace will probably be remembered in future years as the

Peace Lord Mayor of London. He entered office at a time of intense rejoicing, tempered only by the inevitable sorrow the War had brought to many homes. It was nearing the signing of the Armistice; past Mayoral processions, always magnificent, could not compare in grandeur and pageantry with the historic procession which passed along the streets of London, on November 9th, and in which Sir Horace was the central figure; it was in truth what the Lord Mayor himself aptly described it, an epitome of what our Navy, Army, and Air Force had done and could do. Two days later it was his privilege to proclaim, from the Mansion House balcony, the actual signing of the armistice and the

hope that, if not by the time these lines are read, in the very near future, London's chief magistrate will have the supreme privilege of proclaiming from the Mansion House the declaration of a victorious and conclusive peace.

From College to Business.

The first thing that impresses one in contemplating the career of Sir Horace Marshall is that early in life he showed remarkable intellectual ability of a very definite kind. He cultivated the natural and healthy ambition to make the most of his opportunities; he studied diligently and worked assiduously and, never content with moderate attain-



THE LORD MAYOR'S COACH IN FRONT OF TEMPLE HOUSE.

cessation of hostilities, for which we had all been so anxiously waiting. He could not have desired a greater event to mark the opening of his year of office, except the announcement of the signing of the Peace Treaty, and those who were present know how well and befitting the occasion he performed that brief, never-to-be-forgotten, and historic ceremony; how he called for cheers for "The Boys," then the singing of the National Anthem; and how the vast multitude of people, overbrimming with joy and excitement at the welcome news, became for a moment or two a reverent congregation in compliance with his concluding request, "We will now sing the Doxology." We

ments, became proficient in everything he attempted. Born at Brixton, in 1865, he received his education at Dulwich College and Trinity College, Dublin. At the latter he graduated B.A. and M.A., and in 1902, in appreciation of his good works, this famous school of learning conferred upon him the degree of LL.D. *honoris causa*. On leaving college he went direct into his father's business, where he found wide scope for the exercise of his scholarly capabilities and a speedy acquirement of a keen conception of the complicated commercial side of a vast concern of which he was destined ultimately to assume control.

That heredity and environment are two

great factors in the moulding of a man's life is strikingly exemplified in the case of the present Lord Mayor. It was his grandfather who founded the firm of Horace Marshall & Son, and under whose enterprising directorship the business quickly became a great commercial success. It grew so rapidly that the finding of adequate premises in which to house it was an oft-recurring problem, and removal to various homes culminated in the building of the huge headquarters at Temple House, with numerous branches elsewhere in London and the provinces. The late Mr. Horace Marshall (the Lord Mayor's father) was also a shrewd, hardworking, business man, whom few could equal, as proved by the

displayed that unremitting exertion and tenacity of purpose that a thorough mastery demanded, with the result that he was well equipped and capable to succeed his father as controller. Those who have come in constant contact with him know what an excellent business man he is. He has maintained loyalty to the traditions of his family; he has proved himself a skilled exponent of commercial success, and a philanthropist with a very lofty sense of duty to his fellow-men. It is said that he was trained in philanthropy from the age of 15; that his father gave him a fixed sum of money to be expended on charitable objects, and required his son to give a strict account of his stewardship every



THE LORD MAYOR PRESENTING AN ADDRESS OF WELCOME TO PRESIDENT WILSON.

energy he displayed in the development of the concern, and the efficient manner in which he managed its affairs when he became the Chief. We are told that he never had a holiday for thirty years, but he was broad-minded and considerate towards others, and his realisation of the value of a vacation to the industrious worker found expression in the fact that Marshall's gave their employees a week's holiday and two weeks' pay every year; while, as previously stated, Sunday work at Temple House was forbidden.

A Philanthropist.

Sir Horace became deeply immersed in the details of every branch of the business, and

half-year. Thus, in early life, Sir Horace Marshall was taught to regard wealth as a gift entrusted to him for the benefit of others, and the long list of his beneficent acts to numerous good causes in the Metropolis and elsewhere testifies to his fidelity to his father's wise training. If there is one phase of his life in which he indulges with more pleasure than another it certainly is the philanthropic side, particularly among those institutions engaged in the noble work of caring for and promoting the welfare of helpless children. The Orphan Working School and the National Children's Home have prominent places in his affections, and it may here be added that his affections for both, and for the latter

especially, are shared by Lady Marshall and their two daughters, whose long and valuable services to the Young Leaguers' Union has always been to them a great labour of love.

He has been chairman and treasurer of the Orphan Working School for twenty years, and many of the old boys of the Orphanage are employed by his firm.

The Lord Mayor is a Wesleyan. It is interesting to note that the late Mr. Horace Marshall took an active part in the founding of the *Methodist Times* (of which Messrs. Marshall & Son have always been the publishers), and that both he and Sir Horace have from the beginning generously devoted all the profits of publishing that paper to the Wesleyan Worn-Out Ministers' Fund, which, from that source alone, has benefited to the extent of £11,000.

Honour and Distinction.

The allurements of political fame have had no fascination for Sir Horace, in spite of the fact that several constituencies have earnestly besought him to champion their cause. He has chosen to play his part in public life in, perhaps, a less exciting, but equally important, local sphere, and the City of London has expressed its appreciation of his choice and his civic capabilities by showering honour and distinction upon him. In 1896 he was elected a member of the Common Council for the Ward of Farringdon Without (an honour his father had previously enjoyed), and in 1909 he became an Alderman of the Vintry Ward. He is one of His Majesty's Lieutenants for the City, and has held many other offices in the Council. Sir Horace held the office of Sheriff at the time of the Coronation of King Edward the Peacemaker, and he was knighted in 1902.

In Freemasonry he has held the highest rank open to anyone outside the Royal family—Grand Treasurer of English Freemasons. Another fact worthy of mention is that he

introduced an unprecedented innovation in Masonic circles by instituting, in company with Sir Charles Wakefield, the Streatham Lodge, which, with the exception of the annual guest night, was a total abstinence lodge, and which has proved a wonderful success.

It would seem almost impossible for a mind so closely occupied in business and public work to find any time for recreation, but Sir Horace is an enthusiastic sportsman. In his youth he was fond of rowing; he played a sound game of football; and cycling proved a source of much pleasure. Now he indulges chiefly in horse-riding and golf, which latter he plays on the Walton Heath Course, near his beautiful residence, Shabden Park.

No wonder that a citizen of such versatile attainments was so heartily welcomed by the City Fathers. Among the many congratulations his lordship received on his election was one from the Orphan Working School, and the presentations included a portrait in oils (by Mr. Frank O. Salisbury) from the members of his business staff "as a token of their high esteem, admiration, and loyalty, and as a lasting memento of his Mayoralty." The brief address which accompanied the portrait expressed their wishes for a successful and distinguished year, "which," it continued, "we trust may be full of happiness for you and Lady Marshall and your family." The presentation was made on the procession reaching Temple House. The combined length of service of the five signatories is 260 years.

This is a most strenuous year for the Lord Mayor—a year of reconstruction, necessitated by over four years of terrible war. He has discharged many great and important duties during the nearly six months which has elapsed, and we are sure that, given health and strength during the remaining months of his term of office, Sir Horace Marshall will rise to the height of his position of responsibility, and prove one of the most popular Lord Mayors of modern times.

A Simple Telegraph Code.

A very simple telegraph code that anyone can use by simple tapping is now being very largely used by the young people of America, who amuse themselves by tapping out and receiving messages.

To learn the system it is only necessary to write down the alphabet and number the groups of letters, as below:—

	1	2	3	4	5	6
1	A	B	C	D	E	F
2	G	H	I	J	K	L
3	M	N	O	P	Q	R
4	S	T	U	V	W	X
5	Y	Z				

It will be noted that the letters are in their

proper order, but placed in five groups or rows, with six letters to four of the groups and two to the fifth group. Group 1 goes from A to F, group 2 from G to L, and so on. The dots or taps for each letter are ascertained by the two numerals, and the group numeral is always used first. For example, 1, 1, is A; 2, 1, is G; 4, 2, is T, and so on.

The ten digits are expressed by dots corresponding to their value, one tap for 1, two taps for 2, and so on, naught being indicated by 3, 3, which it will be seen is O in the alphabet. This new and simple code is very interesting, and offers interesting possibilities, and may be taken up with enthusiasm by boy scouts and others.



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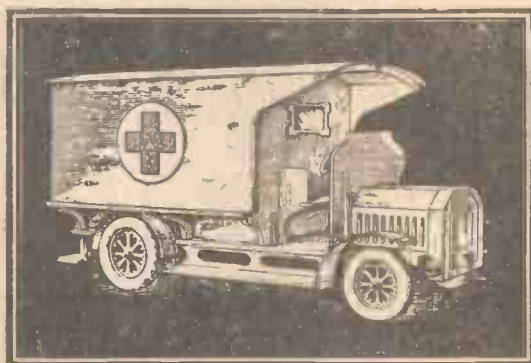
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Fittings.—Chassis with rubber-tyre wheels, axles, springs and mudguards, and special steering movement with shaft and wheel, 10/-; post free 10/7. One piece of glass, No. 5815, 1d., three pairs brass hinges, 7d. Postage on complete parcel, 3d.



HOBBIES LTD., DEREHAM,

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An Elaborate Triple Photo Frame.

FOR all practical purposes we may now reckon that the longed-for Peace is with us at last, notwithstanding the necessary continuance of the Armies of Occupation upon a war footing. The placing before the fretwork public of this Victory design under present circumstances is therefore timely. That is as it

there is "anything doing" fretworkers can always do their share by taking Hobbies lead, which is always given in the shape of fretwork designs.

Hobbies Victory Design takes the form of an elaborated Triple Photo Frame, as illustrated in the centre of the page. The purpose of such a frame is obvious, for it



TRIPLE PHOTO FRAME--NO. 117 SPECIAL.

should be, and our readers are aware that the Management of Hobbies is nothing if it is not up to date in regard to events of social and national importance. Whenever

will doubtless contain photos of those who went out from the home to fight for Truth and Justice. We shall endeavour in this article to give our readers some helpful advice

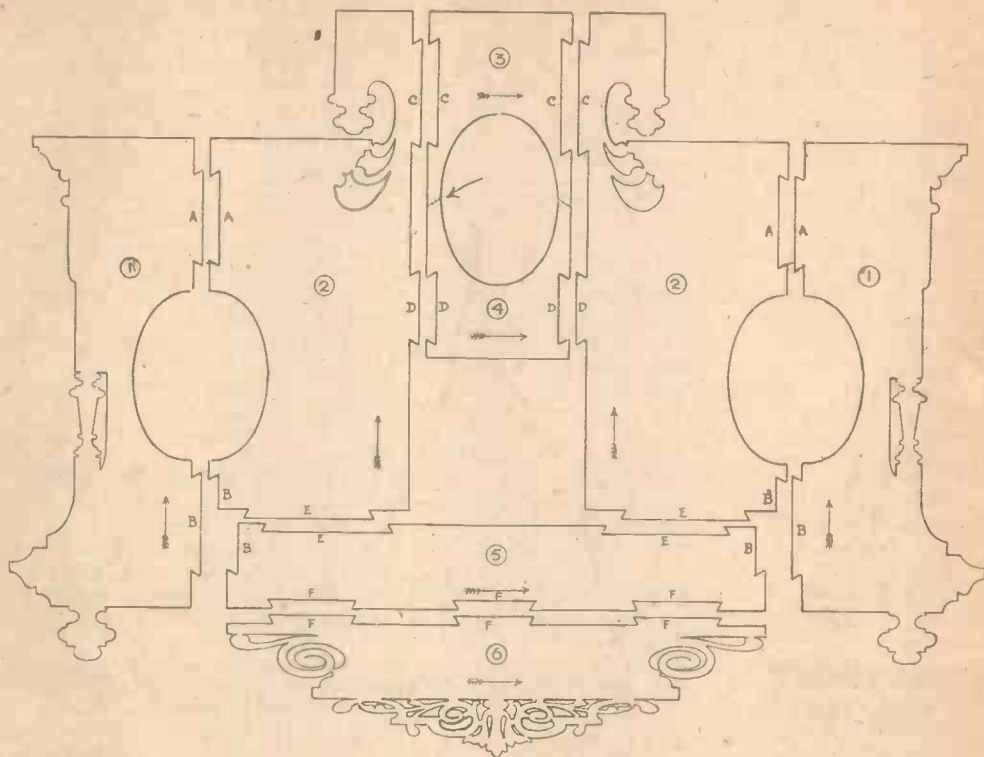
OUR FRETWORK VICTORY DESIGN

in the construction of this altogether admirable piece of fretwork.

Dimensions and Materials.

The over-all dimensions of this Triple Photo Frame—which in some cases may even be used as an overmantel centre-piece—are 2ft. 6ins. wide by 26ins. high. The projection is only slight. In its make-up there are four thicknesses of wood required, viz., $\frac{1}{2}$ in., 3-16in., $\frac{1}{4}$ in., and $\frac{3}{8}$ in. As being an entirely suitable wood for the purpose, our selection

be traced—it would not be convenient to cut them plurally. The tracing can be done direct to the wood by means of a good carbon sheet placed under the printed design. This tracing should not be attempted without the use of drawing pins, for the carbon sheet will have to be shifted to complete the pattern after a part of it has been traced; the drawing pins, however, must not be moved. Part 28 also needs tracing to complete it; trace it to the centre line and reverse the other half. Trace also two extra of 29.



falls upon Spanish chestnut for making this Photo Frame, and it is accordingly of that variety that Hobbies special parcel consists. In addition to the fretwood, two varieties of prepared moulding are needed, these being Nos. 17 and 21, sufficient of both of which are included in the parcel of wood.

The fittings for this frame include three brass embossed Louis XV. overlays, No. 5355, two dozen brass rosettes, No. 5408, and three clear oval glasses, No. 5803, which can all be obtained from Hobbies, Ltd.

The Patterns.

Notwithstanding the size of the very large design-sheet, it has been found impossible to print more than the one pattern each of parts Nos. 1 and 2, so that these will need to

Parts 3 and 4 really form one pattern, and these should be pasted up correctly together on the piece of wood intended for this part in order that it may be produced whole. For the guidance of our readers we print below a complete schedule of the parts of this design, with quantity required and the thickness of the wood:—

No.	SCHEDULE OF PARTS.	No. re- quired.	Thick- ness.
1.	Right and Left Hand Outer Stiles ..	2	$\frac{1}{2}$ in.
2.	Right and Left Hand Centre Stiles ..	2	$\frac{1}{2}$ in.
3.	Top Rail	1	$\frac{3}{8}$ in.
4.	Centre Rail	1	$\frac{3}{8}$ in.
5.	Bottom Rail	1	$\frac{3}{8}$ in.
6.	Lower Rail, "Well Done, Boys" ..	1	$\frac{3}{8}$ in.
7.	Bottom of Moulding on Lower Rail	1	$\frac{1}{4}$ in.
8.	Overlay on Lower Rail	1	$\frac{1}{4}$ in.
9.	Backing to Moulding No. 17 at base	1	$\frac{1}{4}$ in.
10.	Top of Moulding No. 17 at Base ..	1	$\frac{1}{4}$ in.

No.	No. required.	Thick-ness.
11. Plinths (Land and Air)	2	1
12. Overlays to Plinths	2	1
13. Overlay (Land)	1	1
14. Overlay (Air)	1	1
15. Shield	1	1
16. Overlay to Shield	1	1
17. Plinth to Sea	1	1
18. Overlay to Plinth	1	1
19. Overlay (Sea)	1	1
20. Frieze	2	1
21. Overlay to Frieze	2	1
22. Backing to No. 17 Moulding on Frieze	2	1
23. Top of Moulding No. 17 on Frieze	2	1
24. Side Overlays on Frieze	4	1
25. Terminals and shape to section	4	1
26. Moulding under Friezes and shape to section	2	1
27. Backing to Top Centre Moulding No. 17	1	1
28. Top of Centre Moulding No. 17	1	1
29. Bases of Pediments and shape to section	3	1
30. Pediments	3	1
31. Overlays on (Sea, Land and Air)	3	1
32. Overlays under Top Moulding No. 17	2	1

*Cut together.

Mouldings (No. 17).— 1 Piece 2ft. 5ins. long; 1 piece, 1ft. 8ins long; 1 piece, 12½ins. long; 1 piece, 12ins. long; 2 pieces, 10½ins. long. (No. 21).—1 piece, 12½ins. long; 1 piece, 10ins. long; 2 pieces, 8ins. long; 1 piece, 6½ins. long; 2 pieces, 5½ins. long.

Parts 7, 9, 10, 22, 23, 27, are all shown incomplete as to the length upon the printed sheet, but as they are perfectly plain parts no tracing will be needed as the whole of them can be produced from dimensions given by means of tenon saw and plane. It must be noted that on the printed sheet Part No. 9 has been inadvertently numbered "91"; it appears next to 10.

The Cutting.

The average fretworker should select a medium saw-blade for cutting this design, for much of the cutting is on ½in. thick wood, and chestnut is by no means a soft variety, a Hobbies No. 3 would do well for ordinary purposes; though for the overlays in ½in. thick wood we should suggest a No. 1 blade.

Plural cutting should be adopted in the cases of Parts Nos. 11, 12, 20, 21, 24, 30, 31 and 32; this would save a very considerable amount of cutting.

The Lettering.

There is a considerable amount of lettering to be cut in this design, and therefore a few hints may be of service. It will be found that the letters for the words "Sea, Air, Land" measure ½in. in depth; that those for the words "Well done, Boys," and "1919" measure a shade less than ½in. in depth, and that those of the words "Victory Complete" are ¼in. deep. Now the great thing is to be sure that the depths of the letters for each line are absolutely identical, and that can only be done by preparing pieces of wood to the correct depths by means of tenon-saw and plane before the patterns is affixed for cutting; all will then be exactly the same depth, while letters such as E, L, D will have their upper and lower edges beautifully true if produced with a plane. The first thing to do in cutting the letters is to take out all interiors, the cutting to outline following.

The Terminals.

The four of these will have to be executed separately. They will be first cut to the four outline patterns on the design sheet, and then shaped by means of a rasp, and flat and rat-tail files to the hatched section shown. The worker would be wise to leave a shank on the flat end of each in order to provide a grip while filing. Three slips of wood must then be glued on to each and shaped to the curved projection shown on the hatched section.

In addition to the terminals, the only other parts to require their edges shaped are the two No. 26.

Construction.

The first thing to do will be to assemble the main parts forming the back; these are two No. 1, two No. 2, and one of each of Nos. 3, 4, 5, and 6. The dovetail joints should all be carefully tested and fitted, and when they are glued the whole main frame should be placed under boards and weights to set flat and hard. This precaution must on no account be neglected, for unless these numerous parts lie flat the overlays will never go on to them. The eight parts forming this main back are shown in the diagram we print in juxtaposition with each other.

Having done that, the overlays may next be glued on, each, in turn, being placed under a board and weight, or for preference, held with a set of cramps.

The Moulding.

The various pieces of moulding will be prepared as shown, all of it needing returning at its ends. This will be best done with the fretsaw from a pattern pencilled on the back of the moulding. In glueing on the lettering, a faint line should be drawn on the background and the letters all dressed to the line. After the whole of the wood overlays have been glued on the metal overlay will be fixed with tiny brass fretpins. The glasses and photos will be inserted from the back and closed in by re-inserting the oval section originally cut from the back, the edges of which will be planed down to meet the surface of the surrounding wood, and fixed with photo-clips.

For finish the wood could be treated to a walnut or mahogany stain (diluted) and lightning polished, or pale glazed.—E. S.

FRETWOOD.—For this design we supply a selected parcel of Spanish Chestnut, together with sufficient Nos. 17 and 21 Moulding, 16s. per rail, carriage 1s. extra.

FITTINGS.—3 Brass Overlays, No. 5355, 2s. 3d.; 3 Glasses, No. 5803, 1s.; 24 Rosettes, No. 5408, 2s.

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PEACE DECORATIONS.

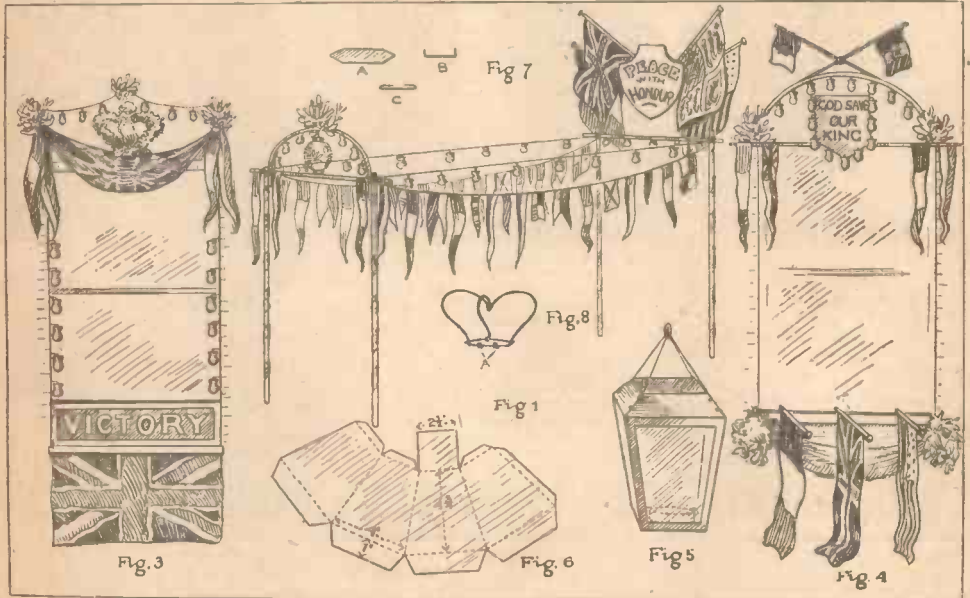
NO doubt many of our readers will take advantage of the peace celebrations to do something to show their appreciation of the work of our magnificent fighting forces, in the way of decorations. In this short article we shall describe some simple and inexpensive schemes that can be easily rigged up without going to any great expense.

The materials required consist of flags—either bought or home-made ones, painted shields, strings of green stuff, fairy lamps, and Japanese lanterns. Inexpensive flags can be made of cheap casement cloth and similar material, the quality not mattering very much; the colouring, of course, being guided by the national colours—bright vermilion, Royal blue, and white.

to procure. Disused cardboard boxes would serve excellently for making them. Cut out the flat shape with scissors, as shown by Fig. 6, and bend up as indicated by the dotted lines, the laps being joined by means of small clips made from thin sheet tin cut from a canister. These are cut as shown by Fig. 7, and bent up (B), the ends being passed through slits cut in the pieces of card to be joined and then pressed down flat (C). A small canister lid should be secured by a tin clip to the bottom, as dotted shown in Fig. 5, for standing the night light on, and so render it safe. Cover the lantern with coloured paper and suspend by means of wire attached to the corners.

Effective Ideas for Front Entrance.

Our illustration, Fig. 1, shows a simple and effective treatment for a pathway leading



Night Illuminations.

To secure a really effective display night illuminations should be made a feature, glass fairy lamps being the best for the purpose, though much can be done with home-made cardboard ones, providing due care is taken, whilst anyone who goes in for electricity can do something in the way of illuminated signs.

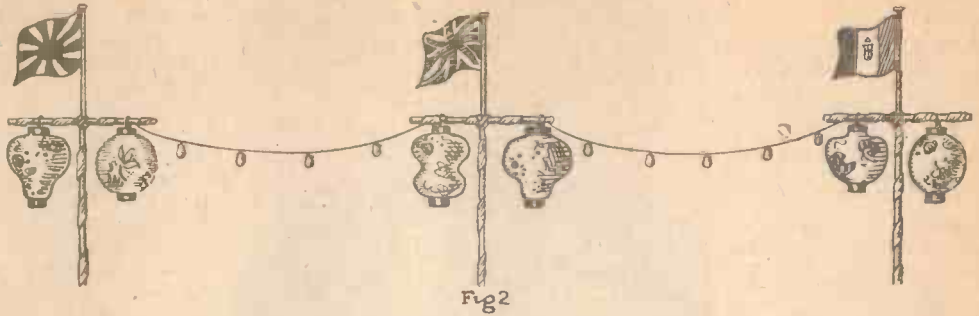
Our sketch, Fig. 5, shows a simple form of cardboard lantern that will be found to serve in place of the glass lamps which are difficult

to the front entrance. This consists of four bamboo poles, about 7ft. long, one on each side of the gateway, and the other two at the door. These are made quite secure and connected together with wire at the top for hanging lanterns upon. A piece of thin cane is then bent into a semi-circular form and wired to the front poles to form an arch, small hooks being screwed underneath it for lamps, a Japanese lantern assuring an effective centre. Fix a cane across the top

of the poles to enable long triangular flags to be hung, strings of the same, but of varied shape, connecting the poles from back to front. Over the doorway a painted shield would look very effective, especially in conjunction with crossed flags.

The shield is made of wood—three-ply would serve excellently. After smoothing

ment for a window, consisting of a box, the front of which is covered with cardboard with the lettering required cut out like a stencil. The openings are covered with coloured paper, two or more oil lamps serving for the illumination, the necessary holes being made in the box for the passage of air. At the top of the window a Union Jack



with glasspaper it is given a couple of coats of white paint, then a red band is painted round the edge, and the lettering put in with red and blue paint.

Fig. 2 shows a simple scheme for the front of a house, consisting of a succession of poles about 5ft. apart, surmounted with a small flag in each case. At a short distance from the top is wired a cross piece for hanging lanterns from. It will be observed that the poles are improved by winding coloured paper round the cross-pieces which are connected together with a wire for hanging small lamps upon.

For Windows.

Fig. 3 shows a simple illuminative arrange-

ment for a window, consisting of a box, the front of which is covered with cardboard with the lettering required cut out like a stencil. The openings are covered with coloured paper, two or more oil lamps serving for the illumination, the necessary holes being made in the box for the passage of air. At the top of the window a Union Jack

festooned from the upper corners, a couple of triangular flags being hung at either end. In the centre is a crown made by covering a wire frame shown by Fig. 8 with green stuff, this being fixed to the wall by two nails shown by AA.

Fig. 4 is a simple scheme that requires little description. A thin cane is fixed across the top of the window for hanging small flags at the sides, a shield, made as described, being the central feature. This is surrounded with fairy lamps, those above being hung on a cane of semi-circular shape. Bunches of green stuff are fixed at the four corners of the window, flags on sticks being hung from the ledge, as indicated.

High Prices for Models.

At an auction of war souvenirs, the most interesting feature of a matinee held at the Palladium, London, in aid of the Welsh Starving Prisoners of War Fund, a Tank model (made from Hobbies design) by Mr. F. G. Pettman, of 54, Upland Road, East Dulwich, sold for 30 guineas.

One of the first fretworkers to make our model Aeroplane was Mr. A. C. Pashall, of 29, Hartington Road, Lower Edmonton, and it raised the sum of £5 13s. 7d. in a draw for the Soldiers' and Sailors' Cigarette Fund.

Fretwork Model Makers' Successes.

At the recent Scouts' Exhibition, held at the Leeds Corn Exchange, when a large number of well-made models were in competition, Patrol Leader C. Foster (of the 5th North-West Leeds Troop), was awarded a First Class Diploma as first prize, his exhibit being the fretwork model Tank. Patrol Leader H. Tolson (10th South-West Leeds Troop) won Second-Class Diploma, with a Fern Boat.

An exhibit by H. Foster is worthy of mention, his entry being the Nelson's Column (No. 28 Special).

If you like Hobbies recommend it to your friends.

The Editors Note Book



Our Double Number.

MUCH work has been put in by HOBBIES Editorial Staff upon this week's Double Number, while the special design sheet represents some weeks of careful thought on the part of our designers. We trust, therefore, that the fretwork design for the large Airship Model will meet with the universal approval of our readers. When they have looked over the patterns given upon the supplemental sheet and have been able to form their own judgment upon the design of the model we should much like their comments upon its character, for we, in common with all other publishers, like to know and feel that what we give our readers pleases them.

Of the other items which appear with this number the illustrated article descriptive of the Victory Design for the Triple Photo Frame should also attract attention. This design, from its nature, will be widely produced by fretworkers, as at least a part of the national celebrations in honour of the victory which the God of Battles has given to our arms. It will prove an unique memorial of the successful termination of the greatest war of all time, besides in many instances fulfilling the sad but necessary purpose of perpetuating the memory of some of the gallant boys who have paid the supreme price.

Foreign Woods.

Fortunately for the fretworking world in common with cabinet making, prospects seem distinctly brighter in regard to the supply of seasoned hard woods from foreign parts. We have all had to wait too long for the improvement of transport conditions for the importation of foreign timber. The latest news is that logs of various hard wood have already arrived in Great Britain and are now on the market, so that our fretwork readers may hope before long to be again able

to purchase those most useful and richly coloured woods which are so essential to all hard wood workers. Patience will, of course, still be necessary, but the end of the long lane is now well in sight, and we shall hope that Hobbies next catalogue will be more ample in the varieties of fretwoods offered to our public.



THE SUBJECT OF NEXT WEEK'S DESIGN SHEET.

The Swarming of Bees.

This is the month when all life feels the quickening of nature, and so it is with the bees—it is the month of swarming, and those who desire to set up as beekeepers must make their arrangements for the housing of the new swarms. The hive must be provided and prepared with suitable sheets of pressed patent comb-wax on the frames and then when the swarm that will have been already arranged for with a friendly beekeeper or from a dealer comes along the accommodation for the little workers with their queen will be all ready for them. Bee keeping forms a most interesting hobby, as all hobbies do which are closely allied to mother Nature, and

our country readers would find it an admirable and profitable thing to take up as a supplementary hobby.

Next Week's Fretwork Design

The supplemental Fretwork Design Sheet which will be presented to our readers in conjunction with next week's HOBBIES will consist of patterns from which to cut and make the Cabinet Photo Frame illustrated in the centre of the page. Although this photo frame may be utilised for any cabinet size portrait, it will be seen that it is intended to contain that of the gallant and popular commander, Sir Douglas Haig. This portrait is by Bassano Ltd., London.

THE EDITOR.



See that fellow!

—He's a **GREAT Cyclist**

A good sport—keen as mustard on the bike—wise enough to take a bit of advice on how to keep it in trim at the smallest cost. He's going to do now what every "Hobbies" reader should do some time to-day. A friend has been talking of the fine service Fitzpatrick offers, showing the trusty "Captain" Bike—demonstrating its staunch reliability right down to the smallest nut.

Speaking, too, of the wonderful range of Fitzpatrick Tyres, and the sturdy service of even the cheapest. This fellow is going to give up his old buying methods. His pal gets better value for his money and a downright straight deal every time, yet he doesn't go any farther than the pillar-box to get it. So here's another convert—another post card is off to Burnley asking for Fitzpatrick's

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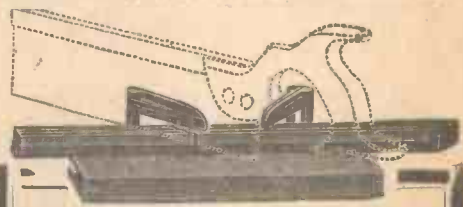
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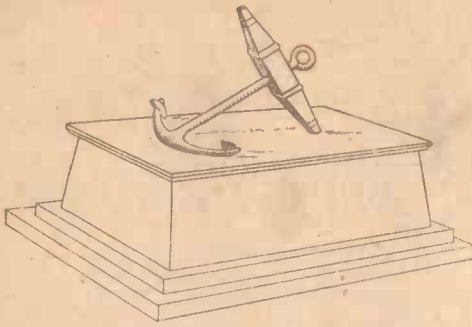
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A "Victory" Box

IT is impossible to think of victory without bringing back the glorious victories of the past. The association of the past with the present is exemplified in the design given at Fig. 1.

The box is a model of the anchor of the *Victory*, Nelson's famous flagship, as it stands on Southsea beach, a record of all that is best in British tradition.

The construction of the box is quite simple, and may be attempted by anyone with an elementary knowledge of a plane, chisel and saw.

Dimensions.

The dimensions are given in the plan and elevations at Fig. 2, and the parts are evident from the sectional elevations at Figs. 3 and 4.

A shows the main compartment, which is closed by the lid at B. The model anchor is attached to the top of the lid, which, it will be seen, is fitted at one end under a rebate at C, and held at the other by the catch at D. The catch is shown in larger detail at Fig. 4, and it will be seen that a wire runs from the catch to the end of the anchor at E, which forms a handle. The catch is held in position by a rubber band, or spring, as shown at Fig. 4, and on turning the handle E the wire is wrapped round the spindle and pulls the segmental catch back and enables the lid to be taken off.

Secret Compartment and Fastening.

The secret compartment is under the box opening A and is shown at F. The upper portion of the box is hinged to the lower part by the screw at G, and is kept in position by the metal peg at H. When the box is in its normal position, the upper part cannot be moved, but when the whole box is tilted up on one side, the metal peg will slide along the space into the hollow shown above and the upper part may be turned aside to reveal the space underneath. Both the fastening and the secret compartment may be made

in other ways, but the methods given have the advantage of simplicity and are not likely to get out of order.

How to Make the Box.

Work should be commenced by making the bottom portion, two lengths of fairly close grained wood, preferably mahogany, walnut, or satin walnut, should be prepared to exact size, one being 13ins. by 8½ins., by ¾in. and the other 11½ins. by 7ins. by ¾in. The smaller piece should be cut out to the shape and dimensions given at Fig. 5, and the larger piece as shown at Fig. 6. In both cases it will be advisable to cut out the material with a brace and 1in. bit, but the bit for the lower part should have a short centre point so that the waste can be removed without the point penetrating the base. Finishing in both cases should be by means of a sharp 1in. chisel, and care should be taken to level the base as clean and straight as possible. The two pieces should be glued

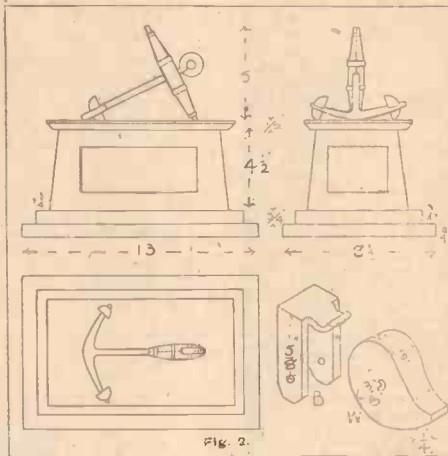


Fig. 2.

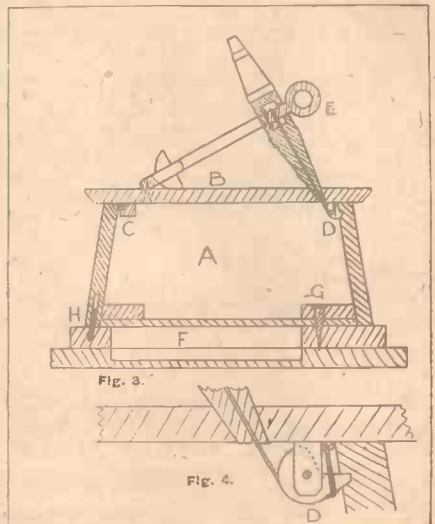


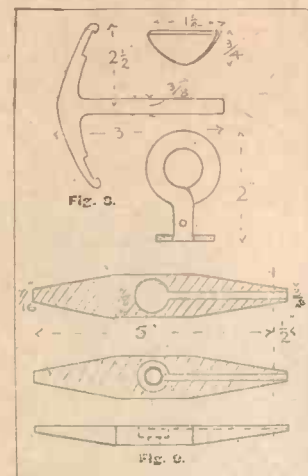
Fig. 3.

Fig. 4.

A. "VICTORY" BOX.

together and placed under pressure until dry.

The sides of the upper portion are shown at Fig. 7. The pieces should be $\frac{1}{2}$ in. thick, two being cut out to 10 ins. by $4\frac{1}{2}$ ins., and two $6\frac{1}{2}$ by $4\frac{1}{2}$. The angles should be carefully



marked off on the sides first and then the bevel or mitre planed so that the four corners fit accurately. In case the mitred joint is too difficult, the end pieces may be butted to the sides of the side pieces, but the effect will not be so good. When properly fitted the side should be glued up and held together under

pressure until quite set. The bottom should be in three pieces, one to fit the base and $\frac{1}{2}$ in. thick and two $\frac{1}{2}$ in. pieces glued on, one at each end, these being the whole width of the bottom and 3 ins. wide. The edges of this bottom piece should be carefully planed to the required angle and glued in position when properly fitted. The lower edges should also be planed to the same level as the box in order that the work will lie quite flat; this is very important; the top edges also being planed level.

A length of iron wire, about 3-16 in. diameter and 2 ins. long should now be procured and a hole should be drilled in the side as shown at H, the hole should be slightly larger than the peg, both in diameter and length, as it is important that the peg should move quite easily and go back into the hole without projecting on the surface.

The upper part may now be screwed on to the lower part with a thick screw, but the hole for the screw should be bored into the bottom of the upper box so that the head will move easily, but sufficient of the screw must go into the lower part to make a strong hinge. The screw should be at least 2 ins. long and as thick as can be obtained.

The position of the hole to take the peg should be obtained by inking the extreme end of the iron, placing the parts in position and allowing the peg to rest on the base. In removing, allow the peg to slide right back before opening, and then holding the drill at the correct angle carry the hole down $\frac{1}{2}$ in.

The Lid.

We have now to consider the lid, which is $10\frac{1}{2}$ ins. by 6 ins., by $\frac{1}{2}$ in., and its fastening.

The lower part of the anchor should be cut from a piece of close grained wood to the shape shown at Fig. 8 and carefully shaped with a file to represent the round iron. The semi-circular pieces should be cut from 3-16 in. wood and glued in the spaces as indicated. The handle may be made from hard wood or may be forged from $\frac{3}{4}$ in. rod or brass wire and a washer or flange fastened to the end. The wooden arm is made in two pieces, as shown in section and an elevation at Fig. 9, the centre being hollowed out to take the handle and allow room for the wire which should run along a groove. It will be seen at Figs. 3 and 4 that the arm is let into the lid; this is to give greater strength. The two halves of the arm are fastened together with metal bands cut out from sheet tin and may be soldered and slipped on or may be nailed in place, either method being suitable, but the former is the better.

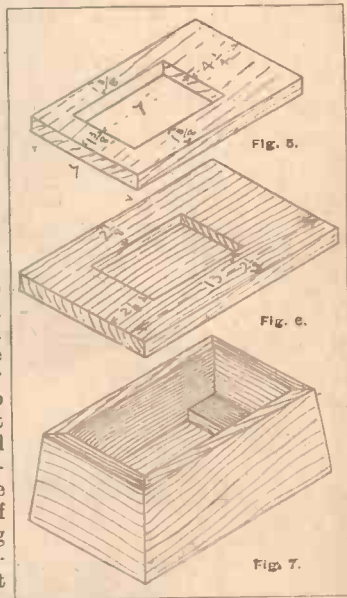
The catch and metal bracket is shown in detail at Fig. 2, at "W" and "B," the projection at the top of the bracket being to hold the rubber band or spring.

Fine piano wire should be used to attach the handle to the catch, the ends being bent at right angles and fastened in position. The band should be slipped under the wire before it is driven into the catch, otherwise it is liable to slip off.

The rebate pieces at C should be taken right across the inside of the box and care should be taken to ensure a tight fit.

No one looking at the completed box, which should be varnished or polished and the anchor painted to represent iron, would easily locate the method of fastening and certainly not be able to discover the secret compartment.

It is suggested that the panel outlined on the side and end of the pedestal should be used to indicate dates or give information relating to members of the family who have faithfully served their country.



MAY 3 1919

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VICTORY PHOTO FRAME.

IN THE VICTORY PHOTO FRAME
IN THIS ISSUE.

TD DEREHAM

BRANCHES AND AGENTS.

"VICTORY."

MODELS OF MACHINES WHICH HELPED TO SECURE IT.

CONSIDERING the great and important part aeroplanes and tanks played in winning the War for the Allies—and no words of ours are necessary

to further emphasize that fact, we should not consider our "Victory" number complete if we omitted to refer to the intense enthusiasm which both those wonderful machines created among fretworker's as subjects for model making. The designs published by **HOBBIES** of a howitzer gun and limber, a motor ambulance car,

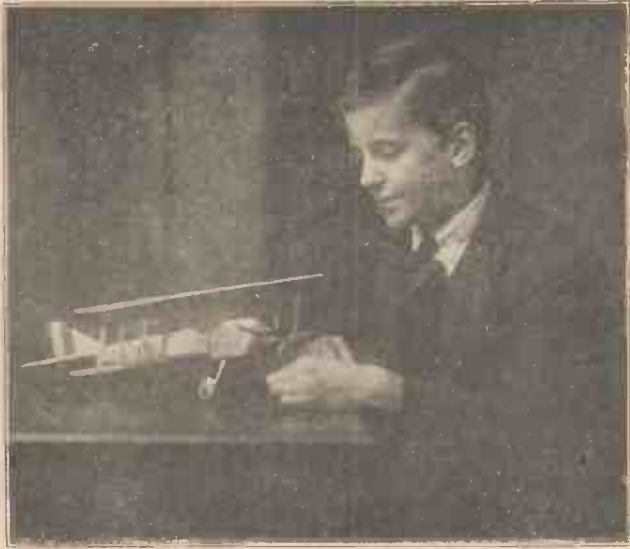
and a British battle-ship, all in turn, served the purpose of infusing more zeal into an art which some of our readers had contended was losing its interest, but of all our War designs, none have done so much in that direction as the tank and aeroplane.

So far, they have been the most popular. Fretworkers are so delighted with the models when they have made them that they send us photographs of their work, and

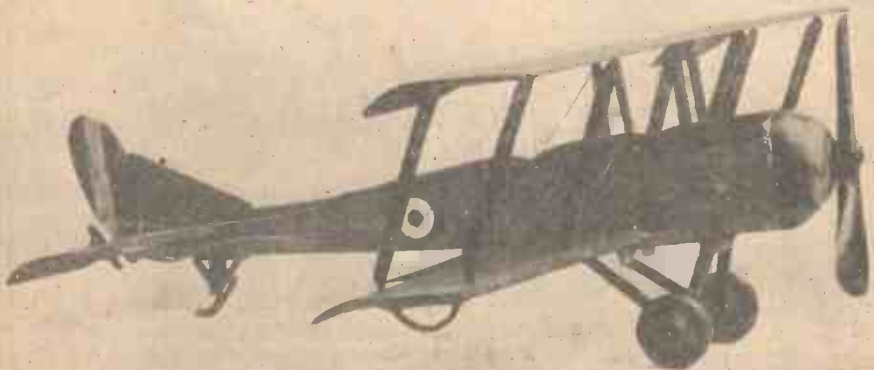
often they themselves figure in the pictures. A large number of such photographs have been received and will be found reproduced in this issue.

We are pleased to note that many makers of both these models have not only showed themselves keenly interested in the work of construction, but have been particularly anxious to use or sell

the models for the benefit of the "Red Cross" Society, or some other deserving War charity. Considering the large amount of work necessary to produce these models, such a course is evidence of the genuineness of the patriotic spirit among fret-



MASTER GEORGE HACKETT AND HIS MODEL AEROPLANE.



A LARGER MODEL MADE BY MASTER HACKETT.

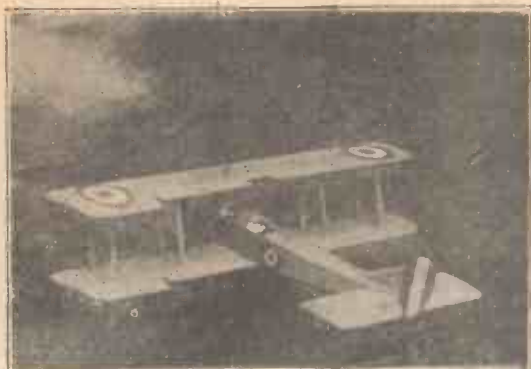
workers, and deserves the highest admiration.

A Councillor's Industrious Son.

The first two pictures are of Master George Hackett, of 50, Hamstead Road, Handsworth, Birmingham, and his model aeroplane. This industrious youth is the son of Councillor W. W.

Hackett (of Messrs. Accles and Pollock, Ltd., Oldbury) and Mrs. Hackett, and the model aeroplane he constructed was balloted for at Messrs. Accles & Pollock's sports ground for the benefit of the funds of the Oldbury Nursing Association.

The model was splendidly made and greatly



MODEL MADE BY MR. ALEC PUCK, OF CHINGFORD.

have just completed my third aeroplane. My first (mentioned above) was quite successful; the second (in the large photograph) I made double size and French polished it—this was also drawn for, and raised £38 for the Y.M.C.A.; and my third is another small one, French polished. I fully



MR. FIELDING'S MODEL.

admired. As a result of the ballot, Master Hackett had the pleasure of handing over to the Nursing Association the handsome sum of £38, which, needless to say, was acknowledged with grateful thanks. In a letter to us, relating to that interesting event, Master Hackett says:—

"As I am very interested in fretwork, I thought it would be useful to let you know how I progress. I have made a large number of photo frames, and even then, to supply orders, I have had to make two of some design. I



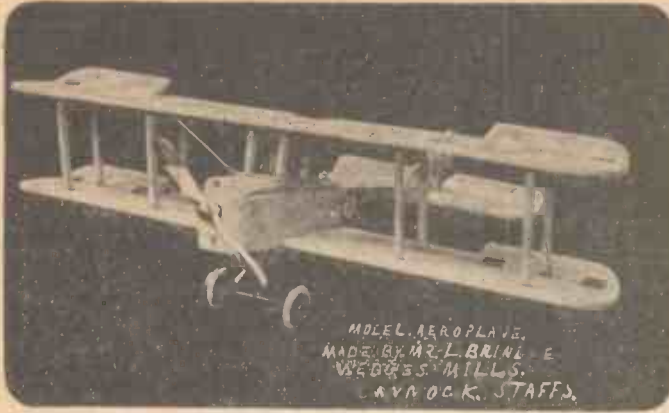
MR. A. B. FIELDING, NEWCASTLE-ON-TYNE

intend making a model tank on the new east lines."

Master Hackett is certainly a keen fret worker, and if he continues to pursue the art with the same earnestness as hitherto, he is likely to become quite an expert model-maker in the near future.



MR. E. J. ROWE (NEWLYN, W.), AND HIS TWO MODELS.



the strut. The whole thing, he adds, has been a very interesting piece of work.

In the North.

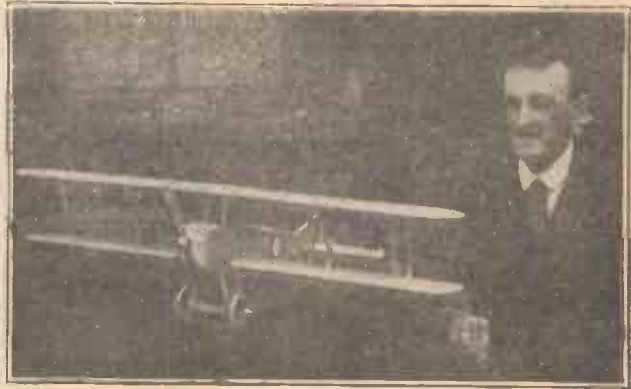
The next photographs are of two models, and the maker of them, Mr. A. B. Fielding, 118, Wingrove Road, Newcastle-on-Tyne. Both aeroplane and tank are splendidly made, and Mr. Fielding has reason to feel very proud of the result of his efforts.

Greatly Admired at Penzance.

Models of the Tank and Aeroplane which have been greatly admired by hundreds of people in Newlyn and Penzance are depicted

A Chingford Model-Maker.

Judging from the photograph which appears at the top of the previous page, Alec Puck, of 12, The Ridgeway, Chingford, has made an excellent model aeroplane. As will be observed, he has connected the top and bottom ailerons of each plane with lengths of steel wire, the ends of which, he tells us, work in small sockets. He has imparted an attractive appearance to the model by placing on each side of the body a row of brads, given it two coats of gold size, and painted the planes grey. An alteration from the design has also been effected in the bracing of the main planes by inserting small screw-eyes at the seat of each strut for the wires to pass through, instead of through



MR. J. W. LEIGH (BLACKPOOL) AND HIS MODEL AEROPLANE.



MR. HAROLD LAZEBY (GOSLE) AND HIS TANK

on the same page. They were made by Mr. E. J. Rowe, who resides near the Post Office, Newlyn, W., and who, we note, takes a deep interest in chip wood-carving and picture framing.

Staffordshire

Mr. William Luther Brindley, of 59, Wedges Mills, Cannock, Staffs., is, evidently no lover of fragile fretwork, and when he made his model aeroplane he did not intend it "to fall to pieces when one looked at it." Best workmanship and stability throughout are plainly visible, and the photograph shows off this beautiful model to great advantage.

Blackpool.

From this popular sea-side holiday resort comes a picture



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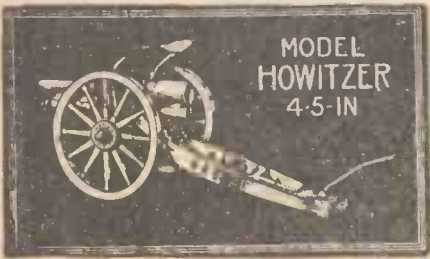
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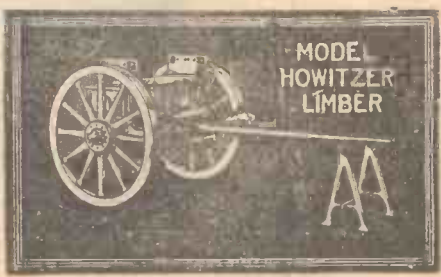


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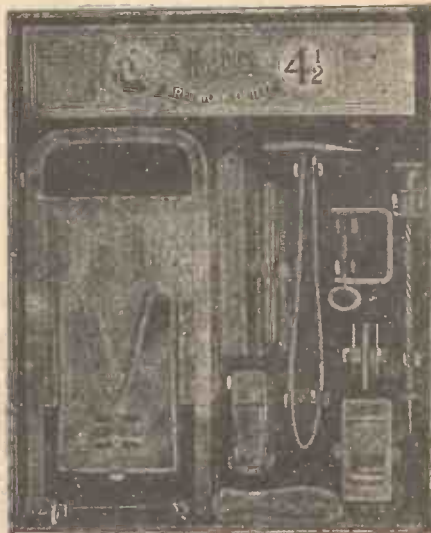
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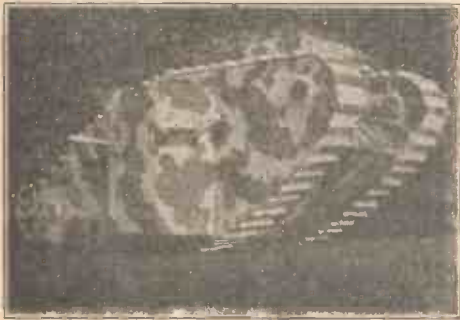
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HOBBIES LTD., DEREHAM,
AND FROM ALL BRANCHES AND AGENTS.



MODEL MADE BY MR. T. H. ANKERS, HETTON-LE-MOLE,
COUNTY DUBHAM.

of the work of Mr. J. W. Leigh, of Newcastle Avenue, Whitegate Drive, who has also sent us an interesting letter. "A hard and fast Hobbyist," as he styles himself, he writes:—



MODEL MADE BY MR. HAROLD GRIBBLE, CAPE TOWN

"Will you please accept the accompanying photograph of myself and my masterpiece, so that you may reproduce it in your weekly journal, to let brother Hobbyists see what can be achieved from Hobbies Designs. The Aeroplane is an enlargement of your Special Design Sheet, No. 111, and measures 38 inches across the main planes, 6 inches in width, with 19 ribs each; the lower plane is in two parts, joined together inside the body, which is 23 inches long by 3 inches deep at the front end. The tail-plane is in one length, with eight ribs. Each plane has curved ends, and is covered with cream glazed holland, which gives it a lovely effect. In a strong light every rib and spar can be plainly seen, and the whole model is something to feel proud of. As an old model-builder, I may say this is my

masterpiece. Some of my brother Hobbyists may like to make such a model; I have a full set of drawings which I struck myself. I wish HOBBIES every success, and hope that I may be spared long to continue my best-loved pastime (fretwork.)"

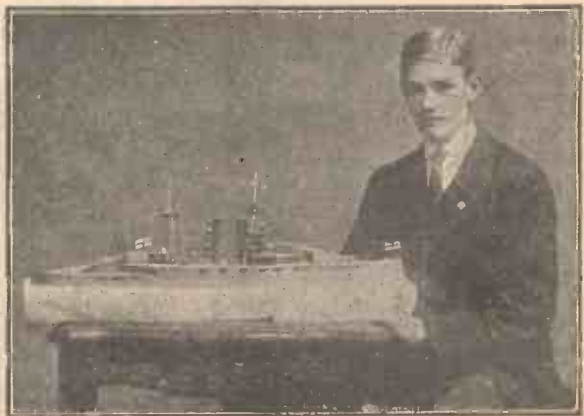
We congratulate Mr. Leigh on the excellent results of his enterprise.

Fulham.

A fine model aeroplane from our design has been made in copper by Mr. H. Hine, of 26, Peterborough Road, Fulham, and we only regret that the photograph sent us was not sufficiently sharp for reproduction.



MASTER C. KEITH (ABERDEEN) AND HIS TWO MODELS.



MR. A. E. ALBERTON (ABERGAVENBY) AND HIS MODEL BATTLESHIP.

Leicester.

Mr. John Bramall, of Allandale, Stoughton Road, Leicester, writes:—

"I congratulate you on your Model Aero-plane Design. It is without doubt the very best Hobbies have ever produced."

Mr. Bramall's model was hired for exhibition in our Branch shop at Leicester.

Goole.

Turning now to the Tanks, the model constructed by Mr. Harold Lazenby, of 43, Parliament Street, Goole, is one of the best specimens of skilled work with the fretsaw by a youth of 18 that we have ever been able to judge of from a photograph. We hope to hear more of his industrious efforts as a fretwork model-maker.

Durham.

The ability of the model-maker to add a touch of the realistic to the subject being treated is always to be encouraged, and we have an instance of such capability in Mr. Thomas H. Ankers, of 23, Lyon's Lane, Hett-on-le-Hole, County Durham, who has not only made a fine model of the tank from Hobbies design, but constructed a trench to represent it in action, as seen in the photograph. This is an ingenious piece of work, and reflects great

credit on the model-maker, whose portrait appears in the inset.

South Africa.

That Hobbies is read, and Hobbies designs eagerly sought for in far-off lands as well as in England, is abundantly evident from letters we have received. An excellent model of the Tank has been made (from our design) by Mr. Harold Gribble, who is a partner in the business of James Gribble and Sons, the famous firm of photographers and artists, Market Square, Pearl, Cape Town. This model has been much admired, and we have pleasure in reproducing the firm's photograph of it.

Aberdeen.

Another enthusiastic young fretworker is Master Keith, of 168, George Street, Aberdeen. He has made capital models of the Aeroplane and Tank. Both are highly creditable pieces of work.

Abergavenny

The last picture shows Mr. A. E. Alderton, of Monk Street, Abergavenny, and his model Battleship made from Hobbies design. We have previously given a photograph of his model Tank, and the fact that he has now succeeded in producing such a splendid model of the Battleship is worthy of special mention.

B.S.F. COMPETITIONS, 1919. AWARDS.

CLASS I.

Subject.—Patriotic Fretwork. Design No. 1185.

First Prize.—Silver-gilt Medal: T. McGowan, Kilkerran, by Maybole (No. 1233).

Second Prize.—Silver Medal: R. J. Phelan, Waterford, Ireland (No. 1221).

Third Prize.—Bronze Medal: R. Handyside, Helensburgh, N.B. (No. 1988).

CLASS II.

Subject.—Floral Fret Design. No. 1186.

First Prize.—B.S.F. Silver Medal: G. J. Wright, London, E.2 (No. 1879).

Second Prize.—Bronze Medal: A. S. Morrish, Bermondsey, S.E. (No. 1033).

Third Prize.—Bronze Medal: A. F. Burford, Salfrey, Birmingham (No. 1862).

CLASS III.

Subject.—Hand Frame Work. Design No. 1184.

First Prize.—No. 2 A1 Machine, value £1 11s.: E. A. Nottage, Annesdale, Ely (No. 1059).

Second Prize.—No. 2 Briton Machine, value £1 3s. 6d.: R. J. Phelan, Waterford, Ireland (No. 1165).

Third Prize.—A1 Fretwork Outfit: A. S. Morrish, Bermondsey, S.E. (No. 1032).

Highly Commended.—H. Mudd, Leyton, Essex (No. 1016).

CLASS IV.

Subject.—Antofret. Design No. 973.

First Prize.—A6 Fretwork Outfit and Certificate: H. Gatland, Crayford, Kent (No. 1244).

Second Prize.—A1 Fretwork Outfit and

Certificate: E. A. Nottage, Annesdale, Ely (No. 1060).

Third Prize.—Goods to the value of 5s. and Certificate: E. Jones, Carlton, Wakefield (No. 1123).

CLASS V.

Miniature Fretwork. Design No. 356X.

First Prize.—Gold Medal: A. Harper, near Durham (No. 1999).

Second Prize.—B.S.F. Silver Medal: H. E. Goss, Tottenham, N. (No. 1056).

Third Prize.—B.S.F. Bronze Medal: E. A. Nottage, Annesdale, Ely (No. 1061).

CLASS VI.

Subject.—Design No. 1211.

First Prize.—Goods to value of £1 1s. and Certificate: R. Inglis, Berwick-on-Tweed (No. 1136).

Second Prize.—Goods to value of 10s. 6d. and Certificate: T. McGowan, Kilkerran, by Maybole (No. 1236).

Third Prize.—Goods to value of 5s.: E. A. Nottage, Annesdale, Ely (No. 1062).

CLASS VII.

Subject.—Model Making. Design, The Tank. No. 101 Special.

First Prize.—No. 2 A1 Fretwork Machine: H. Gatland, Crayford (No. 1245).

Second Prize.—A1 Fretwork Machine: Baron W. Low, East Dulwich (No. 1142).

Third Prize.—Goods to the value of 7s. 6d. (No. 1212).

Highly Commended.—H. W. Pleass, Taunton, Som. (No. 1229).

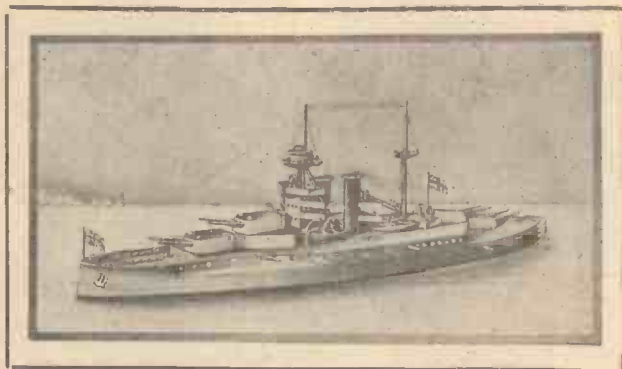
FRETWORK

MODEL

BATTLESHIP

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SIZE 30 INCHES LONG.
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FRETWOOD :—Parcel of selected Fretwood, including Turned Boom and sufficient Turned Rods of the required thickness for 4/8, post free 5/5.

FITTINGS :—A set of 8 large and 16 small specially Turned Metal Guns; Flags, White Ensign (No. 6157), and Union Jack (No. 6158), fixed on pin posts; sufficient Braided Line; 2 dozen Small Eyes, and Anchor Chain, for 3/9, post free 4/-

HOBBIES LTD. DEREHAM,

AND FROM ALL BRANCHES AND AGENTS.

Our Photo-Students' Circle

Making Photographs for the Press.

THE Great War having come to an end and with it a victory for the Allies and for Freedom, many of our gallant countrymen are rapidly divesting themselves of khaki and other service colours ready to take up again their normal pursuits in civilian life. Photographic dry plates, which in August last went up to a very high price, became cheaper on March 11th, and although plates and other photographic materials are now more costly than in pre-war days, prices are gradually falling. Although a considerable time must elapse before materials are again down to the pre-war figure, it is a comfort to know that prices are easier than then were, and that amateurs may now use their cameras without fear of the police and the naval and military authorities.

The severe restrictions that were placed upon amateur photography almost killed it as a hobby, but, thanks to the enthusiasm of some thousands for the art, cameras are now about again in their thousands, while many people are now taking up photography for the first time. The trade in cameras—particularly second-hand ones—and other photographic materials was never so great as it is at present, and a boom in photography as a hobby is coming along.

The War was a horrible affair, but this is not the place to deal with the hardships and sufferings it has caused; the doings in Belgium, France, and other places, however, have served to awaken some British manufacturers from their lethargy, and to-day many lenses, chemicals and other photographic materials, for which we in pre-war days depended upon Germany, are now being made in this country.

On the assumption that those of our readers who put their cameras away for the duration

of the war are now getting them out again for the coming photographic season, and also with the hope that many of our readers have recently taken up photography, or are thinking of doing so, we propose this week to deal as fully as space will permit with the all-important problems of making photography pay for itself with, perhaps, a bit over. And the task of making our hobby pay for itself is not a difficult one if the camera worker goes the right way to work, and one may occasionally earn a good deal of pocket money in addition.

Years ago it was the custom with most amateurs—and it may be even to-day with

some—to take portraits of, and views for, their friends, charging "just to cover the cost of materials," but this kind of business is in many ways very unsatisfactory for all concerned, and not to be recommended. A far more satisfactory plan of making photography pay for itself is to make and sell pictures for



CAPING GHYLL HOLE.

use in magazines and newspapers.

We wish it to be clearly understood that orthodox press photography, as it is called, is not meant. Few amateurs, if any, can hope to compete with the professional photographer in photographing important and current events. All the leading newspapers have photographers upon their staffs, while the smaller newspapers that do not keep their own camera men can always get the photographs they require from one of the many agents who undertake to supply pictures of all important happenings. Many amateurs have failed to make ordinary press photography pay, and many more will fail, simply because they have neither the proper apparatus and means of finishing the prints, nor the means for "placing" the pictures when made.

Where the amateur can be successful is in the supplying of pictures other than the "hot" variety, and many of the pictures he may have in stock may perhaps be turned into money at favourable moments, or he may at times take pictures with the idea of selling them at some future time, as one never knows what is going to happen, and he may have a picture the papers are in need of when something unlooked for comes along.

The accompanying picture of "Gaping Ghyll Hole," will illustrate what is meant, as it has proved to be a good "chance" subject.

Wandering over the Yorkshire moors about Ingleton, the writer came across this curious "hole," and photographed it, mainly because the wildness of the spot interested him, and later a print was made and put in an album as a souvenir of a pleasant walking tour. Many years later a paragraph appeared in the newspapers saying that the hole was to be explored. Its opening was known to be 21 by 10ft., and its depth was supposed to be 350ft.; anyhow it was to be explored. Prints were at once made and sold to the newspapers, and again, five or more years still



GOLDSMITH'S TOMB.

unique, they will bring in cash if they are sent to newspapers that illustrate passing events.

"The Cup that Cheers," a picture which professes to illustrate Cowper's well-known lines, is a passable example of an "at home" subject that tea, cocoa and coffee firms will purchase for the purpose of making into pictorial advertisements. Considerable care, however, is necessary when making pictures of this character, as it is not every sitter who cares to be made into an advertisement. All the necessary lettering and working-up may be left to the firms buying such pictures, as most, if not all of them, keep their own

artist to make pictures really suitable as regards wording to advertise their wares.

"Washing Day" is a picture of the "pretty" type used often by papers and other magazines. It might also be of use to a soap firm for advertising. It is also on the "no hurry" type, and would sell as well ten years hence as it would to-day. Obviously it is of the type press photographers do not touch, there are therefore all the better chances for amateur workers.

"Goldsmith's Tomb" is a good subject—

or rather a type of subject—to bring in cash, but only at certain periods. Tombs and other places which one can associate with celebrities are of value when books concerning such worthies are published, or at the centenaries, bicentenaries, etc., of their births or deaths. The pictures of the poet Goldsmith's tomb,



THE CUP THAT CHEERS.

however, is an example of the type of picture it is advisable to have ready, because historians are not agreed upon the poet's burial place, many maintaining that his body was not buried at this spot, and one never knows when the controversy will break out again.



WASHING DAY.

been visited by the ever-alert professional photographer. Some of our readers may have similar subjects in their collections and, if

ENTHUSIASTIC LADY FRETWORKERS.



MISS BRENDA HARRIS.



MISS ETHEL HARRIS.

SOME people have an idea that Fretwork is only a boy's or a man's hobby, and possibly that view has influenced many ladies not to adopt it as a pastime, much as they would have liked to have done so. That, of course, is quite an erroneous impression. There is not the slightest reason for supposing that fretwork is restricted to the male section of the community, and to suggest that ladies could not follow that occupation with any appreciable amount of success would be to cast a slur on the fair sex after their wonderful war-time achievements. Ladies can, if they choose, create as keen a rivalry with the men in fretwork as in the numerous other occupations in which they have become quite adepts. That a very large number do indulge in fretwork we are perfectly convinced, and to indicate the extent to which some indulge in it, we have pleasure in giving the portraits of two ladies, accompanied by a photograph of their work.

The Misses Brenda and Ethel Harris, daughters of Mr. R. E. Harris, proprietor of the Star Restaurant and Pier Refreshment Saloon, at beautiful Teignmouth, South Devon, are two of

the most enthusiastic lady fretworkers we know of. Writing us some time ago, they said, "We have taken HOBBIES weekly for four years, and have found fretwork a very interesting hobby, having made mostly all the patterns given with the book. We use both your hand-saws and treadle machines, and are very keen indeed on the work. We have made articles for bazaars, whist-drive prizes, fetes and patriotic objects."

It is interesting to observe that Mr. Harris, too, holds a high opinion of fretwork. When

forwarding the photograph here reproduced, in response to our request for that picture, he wrote: "These are only a few of their articles (my daughters have made over 100 specimens from your designs), but are sufficient to show that young ladies may make fret-cutting a very useful pastime; and I hope that this will induce other ladies to adopt it as a hobby of no mean order."

The photograph proves that the Misses Harris are thoroughly proficient in the art, and are capable of turning out some beautiful work. We congratulate them on the splendid results of their enterprise, and heartily endorse the sentiments of Mr. Harris



A SMALL COLLECTION OF THEIR FRETWORK.

A
W O N D E R F U L
FRETWORK
DESIGN
No. 111 SPECIAL.



MODEL AEROPLANE

Submitted to the Press Censor and passed for publication.

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**FRETWOOD SELECTED PARCEL OF WHITEWOOD 2/6,
Post Free 3 -**

**FITTINGS—COMPLETE SET OF METAL FITTINGS, etc.,
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**MANCHESTER—10A, Piccadilly.
LEEDS—15, County Arcade.**

RENOVATING PERAMBULATORS.



FIG. 1.

THE particulars here to be given will be doubly valuable, as they apply almost identically both to doll and baby carriages. The present writer has overhauled several superior class baby carriages that were submitted for renovations and improvements, and the result was so satisfactory that the two doll prams shown by the accompanying photographs were also submitted (see Figs. 1 and 2). The finished result in these cases is shown by Figs. 3 and 4.



FIG. 4.

It is a pity and a waste to allow such toys to go to ruin when they can be restored to new condition at about one-third their cost, even for a practical man to do. But for the home worker to do, the cost would be insignificant.

The work to both prams was very similar. The first thing to do was to detach the wheels, springs, handles, etc., as in Fig. 5, which is the pram, Fig. 1, showing the various parts after they had been washed and dried quite

clean. The brasswork was sent to the lacquerer's to be done, at a small cost.

In this pram the axle of the larger pair of wheels is fixed permanently to the springs by rivets, and that of the smaller wheels is fixed by the ends of the springs being coiled round it. These wheels are made not detachable by the ends of the axle being rivetted.

The handle is of turned wood and the iron coil round it in two grooves for the purpose. But there is no need to trouble to detach



FIG. 2.

these parts; though they would be more convenient to handle, as was the case with the other pram, the parts of which were bolted together; that being a superior article.

All the ironwork was shabby with spots of rust, so it was scraped bare of paint with an old knife and cleaned up with old glass-paper and emery cloth. Then every part was rubbed free from dust with a dry cloth, and a fresh coat of dark blue enamel was given.



FIG. 3.



FIG. 5.

in a warm atmosphere. In this particular case it happened to be bright sunshine.

When dry enough to handle, the springs and wheels were re-lined with white paint by means of a lining brush.

The woodwork of the bodies was smoothed down with fine glasspaper, and required a little touching up with the blue enamel. The ironwork also was smoothed over lightly and all were then given a coat of clear elastic carriage varnish.

When thoroughly dry the ironwork was refixed to the bodies, and the wood handle was finished with French polish applied with the brush and "rubber." A new pot handle had to be obtained for the pram, Fig. 2, which was an easy matter. It may be mentioned that metal work parts are easily procured from manufacturers. In this case, new thumb screws had to be got for attaching the hoods.

The hood irons of pram (Fig. 1) are only connected when fixed in place by the thumb screws. This is not a good arrangement, because when the hood is detached from the body the irons get out of position, resulting in damage to the hood cover. There are

many made like this, which it is well to improve. In this case two bits of brass tube were cut 1 in. in length by $\frac{3}{8}$ in. diameter, to be inserted through the holes in the irons, the ends being then spread and hammered down at each side, rivetting the three irons together, as shown by Fig. 6 and 7. Where the hood covers were a bit torn, bits of leather cloth were glued on the inside, and they were re-stitched where they had come undone. It was found that they were not so bad as at first appeared.

When the brasswork was put on and the covers stretched, the leather cloth was rubbed over with linseed oil by means of a soft rag, polished off with a dry rag, and

any defects were touched up with a little stain in French polish. Finally the wheels were oiled.

The children were highly delighted with the results, and unconsciously learned a lesson in economy.



FIG. 6.

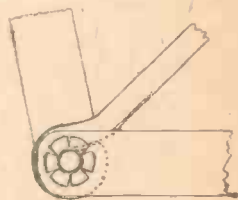


FIG. 7.

Illustrations.

Figs. 1 and 2.—Photographs of two doll prams in need of renovations.

Figs. 3 and 4.—The same prams restored.

Fig. 5.—Showing pram Fig. 1 taken apart for cleaning and re-painting.

Figs. 6 and 7.—Details of improving hood irons of pram, Fig. 1.

RUDGE-WHITWORTH CYCLES FOR 1919 SEASON.

DURING the War the Rudge-Whitworth factories were under the control of the Minister of Munitions, who entirely diverted their energies from the manufacture of Cycles to the production of Fuses, Shells, Bombs, and other Munitions of offence and defence, into the production of which Rudge-Whitworth, Ltd., flung themselves wholeheartedly to the eclipse of their cycle trade.

Since the advent of the Armistice, Rudge-Whitworth, Ltd., have been passing through a period of transition from Munitions to Cycles. The acquisition of raw material has been, and still is, a tedious process, but the reorganisation of the workshops and machinery is proceeding apace and the orders on the waiting list are rapidly being overtaken. A certain number of pre-war cycles are in process of completion for immediate delivery. These include Roadster

machines for ladies and gentlemen, and also Sporting models and Speed Irons, all of which are described in the Catalogue, which may be obtained on application to Rudge-Whitworth, Ltd., Coventry, or any Rudge-Whitworth agent.

A new series of cycles has been evolved, and will materialise during the summer. They will still be known as "Aero-Specials," which name is the registered property of Rudge-Whitworth, Ltd., and while retaining the well-known distinctive features of the V-fork crown and mudguards, and the easily-cleaned flush-joint frame, will be found to have many improvements in the design of brake-work, cranks, axles, bearings, mudguard, stays, etc.

Intending purchasers of bicycles cannot do better than keep well in mind the products of the firm of Rudge-Whitworth, Ltd., which has behind it fifty years' engineering experience.

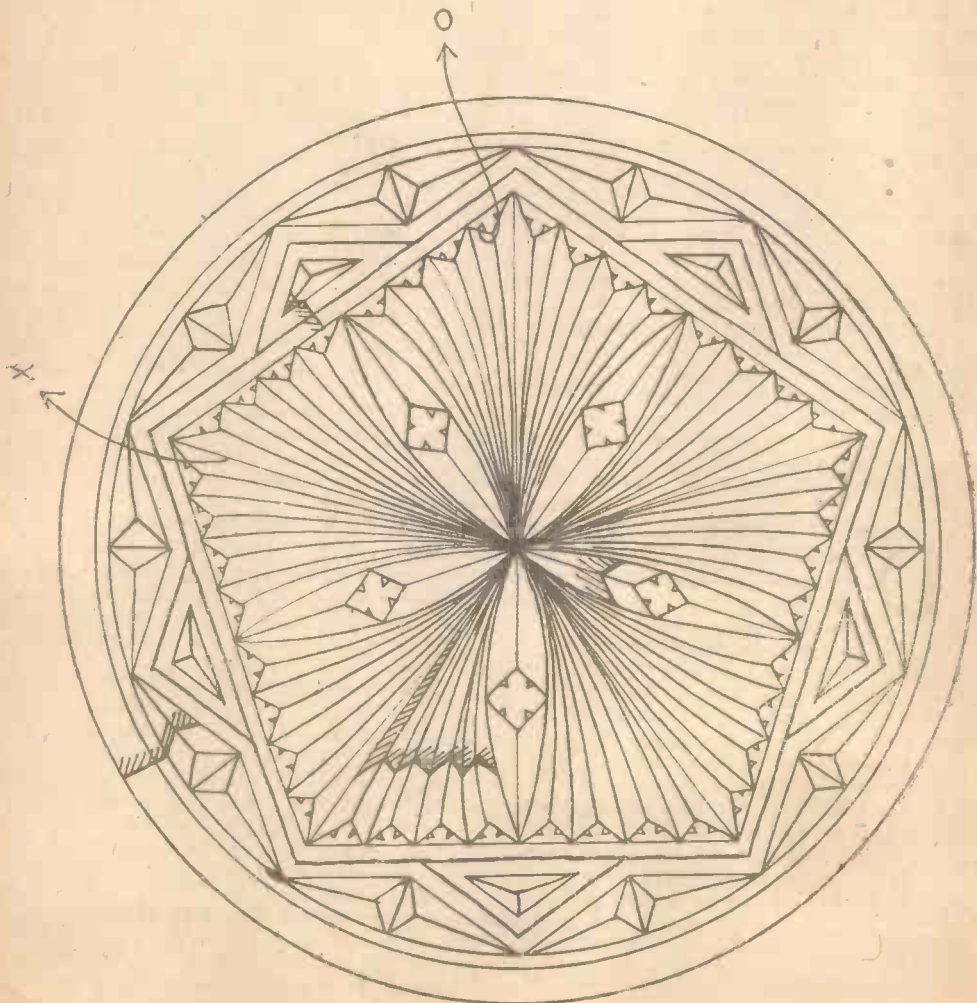


The Art of Chip-Carving.

An Afternoon Teapot Stand.

TO make the stand for which design is given, get out a piece of wood to size (5 ins. in diameter) with bow saw, and shape with spokeshave. Carefully fit on design and trace down with carbon paper. Cut down lines marked "X" with

small V tool, and set down those marked "O" with $\frac{1}{4}$ in. chip chisel. Niche out small serrations where they occur, and slope down with $\frac{1}{4}$ in. chisel, as shown in sections. The stand can finally be fumed (by placing in an airtight receptacle with ammonia) and oiled.

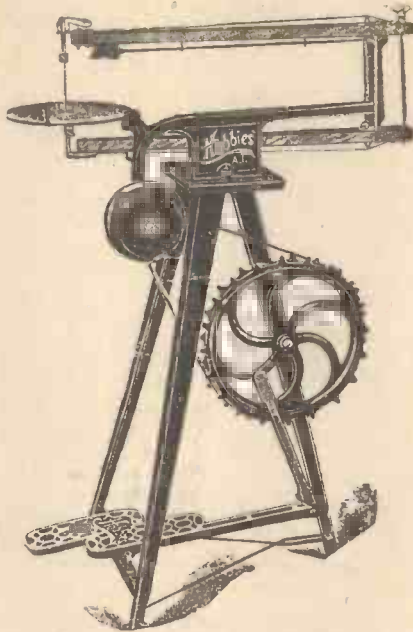


HOBBIES FRET MACHINES.

“BRITON” AND “A. I.”

“BRITON”

Treadle
Fretsaw
with
Plated
Table
and
Emery
Wheel.



“A 1”

Treadle
Fretsaw
(as illustrated),
with
Plated
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and
Emery
Wheel.

PRICE:—

30/-

(Carriage Forward).

PRICE:—

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Side Wings 3/6 extra.

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Kindly note at the present time it takes three
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ALL PARTS OF THESE MACHINES ARE STANDARDISED AND CAN
BE RENEWED.

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OUR BOYS DEPARTMENT

A MECHANICAL MONEY-BOX.

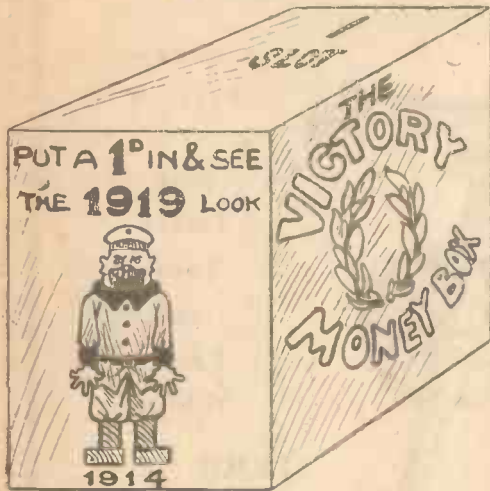


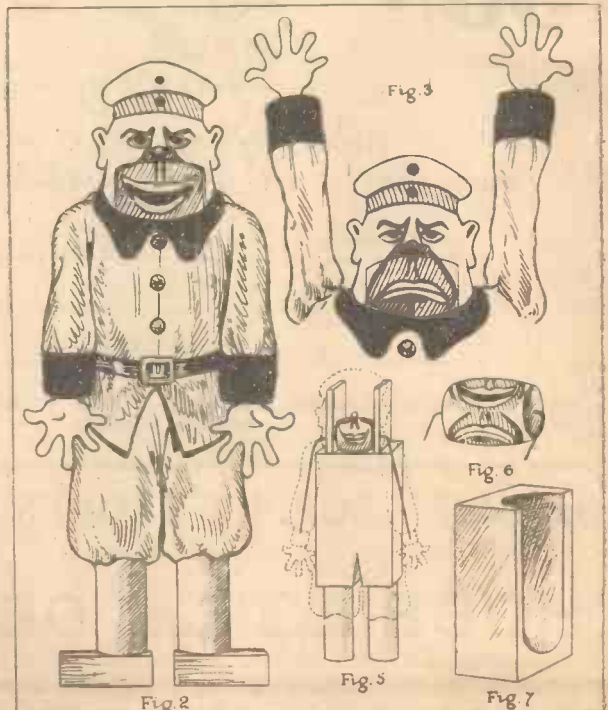
Fig. 1

OUR sketch, Fig. 1, shows a novel mechanical money-box that will be found to create a great deal of amusement, if made according to instructions. The effect is that when a penny is put in the slot the 1914 smile is changed into a more serious expression (Fig. 3) and the arms are flung up into the well-known "kamerad" position.

The lower part of the face, it should be understood, consists of a revolving cork with two different representations painted on (Fig. 6), the wires forming the foundation for the arms serving also for the axle for the cork. Thus when the laughing face appears (Fig. 2) the arms are down, and when the arms are raised the cork is turned and the reverse expression appears. Opposite where the wires are fixed in the cork a straight wire is inserted carrying the carrier for the penny, the weight of which works the model.

The sectional view (Fig. 4) will render the working clear. The penny is put in the slot shown by A, runs down the gallery B, and drops into the carrier C, the weight causing the cork to revolve and lift up the arms of the figure. The piece of tin or card, shown by E, keeps the penny in the carrier, which takes up the position shown by D. F is a gallery arranged like a see-saw, a weight being fixed at the short end to balance it. A short piece of curved string is fixed at G, which the carrier slips over in coming down, but acts as a stop to it in running back, until the penny running down F releases it and the model reverts to its former position.

For the making we shall require a small box, measuring about 10ins. from back to front, by 6ins. by 4ins. One of the ends of the box forms [the front of the model. Fig. 5 shows the foundation for the figure, the body being a rectangular block of wood to which the round legs are glued, also two pieces at the top that come behind the



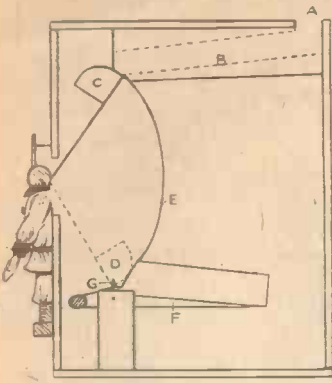


Fig 4

head. Obtain a sound cork and shape it as shown, so that it fits easily between these pieces. Then make small holes in the uprights and stick the wire arms through, taking care that the

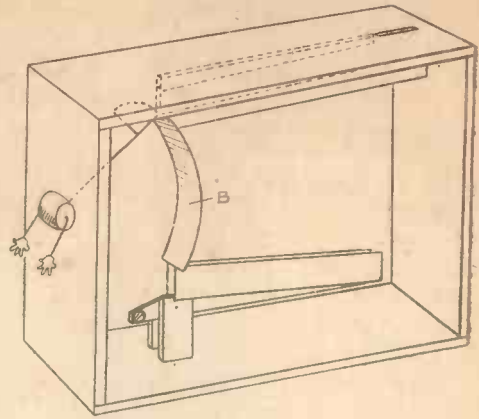


Fig 10

cork can turn easily when in place.

Fill up the crevices in the cork with glue and whitening and then paint it white, afterwards applying the details drawn in Fig. 6. Cut a little of the wood away behind the body with a gouge, as shown in Fig. 7, so that the wire that the carrier C (Fig. 4) is soldered to can work downwards. The figure is then covered with dull blue cloth imitating the uniform, shown in Fig. 2, as near as possible. The upper part of the face is next painted on cardboard and glued to the front of the wood strips. The hands are cut out of card and titched to the ends of the wires and secured with sealing wax. Cut a piece of this sheet in to the shape shown in Fig. 8, bend up as in Fig. 9A, solder the joins, and then solder to the end of a short knitting needle.

It will be necessary to cut a slit in the box, with a fretsaw, behind the figure, as shown in Fig. 4, to enable the knitting needle to pass through and work up and down. Next glue the figure in place.

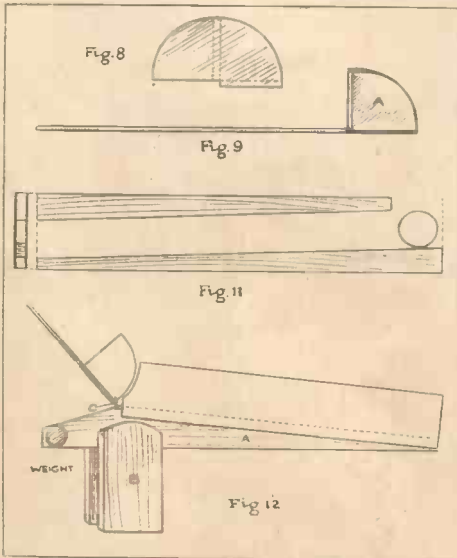
Fig. 10 gives an inside view of the box. Cut two pieces of 1/4 in. wood, as shown in Fig. 11, and glue between two pieces of cardboard at a distance of 1/4 in. apart, so that a penny can be rolled through. This gallery is now to be glued in place, one end being ranged so as to be exactly in a line with the carrier, when up, that the penny

will run into it, a slot being cut in the top of the box above the other end to enable the penny to be passed through. Next cut a piece of fretwood to the shape shown by A in Fig. 12, also two uprights shown by B, the long piece being hinged between the uprights with a pin, then being weighted at one end so that it nicely balances. Next cut a slit in the wood and fix in the small piece of string, shown by C, when a strip of card is glued on either side of the gallery as indicated.

This part may now be fixed in place, as shown in Fig. 10, taking care that the carrier when "down" just passes the piece of spring. The height, etc., can be easily adjusted by means of blocks of wood.

All that now requires to be done is to cut a strip of tin (B, Fig. 10) and bend it as shown, and then firmly fix in position by means of strips of wood and tacks. Its purpose is to keep the penny in the carrier as it swings down, care being taken to see that it does not touch it.

The model can now be tested to see if it is working accurately, and any necessary adjustments made as required, the side of the box being then screwed on, and the whole nicely stained and the required lettering painted on the surface.



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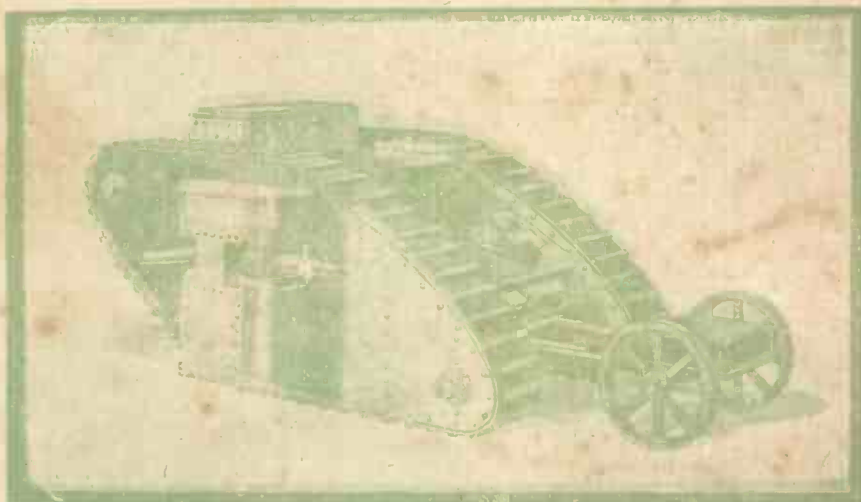
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Specially selected parcel of Fretwood	11/4	post free	12/1
Metal Guns and Fittings complete, with Brass Nails	6/-	..	6/6
or Metal Guns and Fittings complete, with Iron Nails	4/6.	..	5 -

Postage on complete Parcel Wood and Fittings, 6d.

HOBBIES LTD., DEREHAM,

AND FROM ALL BRANCHES AND AGENTS.