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Big Order for New Hornby Trains

Great excitement prevails when Dad decides that his boy's Hornby Railway needs bringing up to date. There are visions of powerful new locomotives, built for heavy loads and long runs; smooth-running Rolling Stock of almost every type seen on the big railways; realistic Accessories that are built in correct proportion—everything a boy could wish for to make his model railway a complete representation of the real thing.

Life never lacks thrills on a Hornby Railway. Dull moments are unknown to the boy who is managing his own line—with Dad filling the important positions of plate-layer, pointsman, signalman and stationmaster all rolled into one!

Hornby clockwork and electric trains are the most efficient model trains in the world. Famous for years as the best that money can buy they are now better, stronger, and more powerful than ever before!

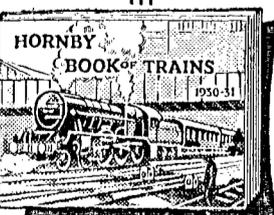
Prices of Hornby Train Sets

CLOCKWORK	
Mo Goods Set	5/-
Mo Passenger Set	5/9
Mr Passenger Set	9/3
Mr Goods Set	10/-
M2 Passenger Set	10/9
No. 0 Goods Set	15/-
No. 0 Passenger Set	15/-
No. 1 Goods Set	20/-
No. 1 Tank Goods Set	22/6
No. 1 Passenger Set	25/-
No. 1 Special Goods Set	32/6
No. 1 Special Passenger Set	35/-
No. 2 Mixed Goods Set	40/-
Metropolitan Train Set C	55/-
No. 3C Train Set Riviera "Blue"	62/6
No. 2 Special Pullman Set	67/6
No. 3E Train Sets, "Flying Scotsman," "Royal Scot," "Cornish Riviera" or "Continental Express"	67/6
ELECTRIC (6 Volt).	
No. 3E Train Set, Riviera "Blue"	80/-
No. 3E Train Sets, "Flying Scotsman," "Royal Scot," "Cornish Riviera," or "Continental Express"	85/-
Metropolitan Train Set L.V.	95/-

THE 1930 HORNBY BOOK OF TRAINS

Here it is, boys! The 1930 Hornby Book of Trains—the best yet! The splendid new edition contains full colour illustrations of all Hornby Trains, Rolling Stock and Accessories. Interesting articles on famous locomotives and expresses are also included, together with descriptions of the wonderful high-pressure engines that may haul the trains of the future.

Get a copy from your dealer to-day, price 3d., or send 4d. and the names and addresses of three of your chums direct to us for a copy, post free.



THE 1930
HORNBY
LOCOMOTIVES
GIVE
LONGER RUNS
AND PULL
HEAVIER LOADS

HORNBY TRAINS

BRITISH AND GUARANTEED

MECCANO LIMITED, DEPT. AD, OLD SWAN LIVERPOOL

THE FIRST AMERICANS £100,000 to Find Them Out

£100,000 is being spent in America in tracing the pedigree of the first English colonists.

That seems an enormous sum for a book, but the work is to fill forty volumes. The task is in the hands of the Anglo-American Records Foundation, a distinguished body of scholars working on both sides of the Atlantic, and, as every English-speaking American believes or hopes he is descended from the Pilgrim Fathers, there is little doubt that the money will be forthcoming.

Records of all sorts are being searched in England by a staff under the direction of Dr Richard Holworthy. As the period to which most attention is being directed, from 1580 to 1600, covers twenty years of the life of Shakespeare, and almost as many in the life of Spenser, we may hope that the search for documents may bring out buried facts relating to these two men. All we know of them fills but a few pages.

Among the documents being reviewed are strange ones showing how, before they left home, the Pilgrim Fathers profited in merchant ventures at sea, how they were affected by piracy, and how the booty resulting from these lawless enterprises was divided. There are tales of the desperate straits to which emigrants were reduced in order to escape the land of their birth.

SHEARING THE UNBORN LAMB

'A House of Commons Story

Agriculture is not a topic which arouses much mirth in the House of Commons, but one speaker in the discussion, the Rev R. M. Kedward, was able to raise a smile.

To illustrate his point that some people failed to make farming pay because they were too ignorant, he told the tale of a wealthy broker who bought a farm as an investment.

Accustomed to watching the prices of stocks in the money market, he turned his attention to the Wool Exchange and saw that there had been a sharp rise in the price of wool. He wired to his farm bailiff to start shearing the sheep at once.

The bewildered bailiff replied that this could not be done as he was in the middle of the lambing season, but the broker, not to be put off with such idle excuses, telegraphed again: "Stop lambing, and start shearing!"

The ignorant fellow is never defeated in an argument.

ELMS IN DANGER

The botanists in England and Holland are being baffled by a mysterious disease attending the elms.

A fungus, which first appeared in Holland, is running like a fire through our own elms, and, as its existence is not detected until the danger is well advanced, the only hope at present is to limit the spread of the mysterious fungus by destroying every tree affected.

Running after a paper arrow brought about a little boy's death in the roadway the other day.

The Government has raised the allowance for Rufus, the Treasury cat in Whitehall, by a penny a day.

Over half a million people visited the Exhibition of Flemish paintings at Antwerp this year.

Mrs Victor Bruce, who left England on September 24 in her aeroplane, has made the first lone flight from England to Japan.

A carriage used by Florence Nightingale in the Crimea has been given to St Thomas's Hospital.

WHERE IS ROMAN ENGLAND?

GREAT BUILDINGS THAT VANISHED

Why We Dig Underground for the Legacy of the Caesars

THE SAXON AFRAID

With winter upon us our learned societies have been reporting what they have been doing during the summer for the recovery of our buried history, in the lake villages of Somerset, and among the hidden relics of Roman Britain.

We have thus an interest at home comparable with that of Italy, Egypt, Chaldea, and Knossos. A mystery attends ours, however. Why it is that practically nothing of Rome remains visible in England, where the Romans were lords in possession for about four centuries? Of course we have Hadrian's Wall and the wonders of Bath, but nearly all England, with large parts of Wales and Scotland, was built upon by the Roman legions.

A Great City Being Unearthed

The promising discoveries at Verulamium this year do not help us to a solution of the problem. A great city is being unearthed at St Albans whose walls were high, of enormous thickness, and two miles round. But, contrary to expectations, it appears that the Roman city was not built upon the British city of Caesar's old foe Cassivelaunus, the Cymbeline of Shakespeare's play. It would seem that the old British town lay north-west of the adjoining site which the Romans chose.

The astonishing thing is that the great Roman walls, with a gateway as big as anything in the Roman Empire, should have disappeared for centuries underground and have to be rediscovered by digging. Why is this so, seeing that in other parts of Europe we still see great Roman buildings and engineering works by which the tide of barbarism rolled for centuries?

Various reasons are given—climate, soil, and the covetousness of Anglo-Saxon despoilers. All these considerations have been weighed by Professor Trevelyan in his splendid History of England, and, after consulting all the evidence, he reaches a surprising conclusion.

Buildings of Our Forefathers

Our forefathers—pirates, deep-sea fishermen, hunters, and farmers—were not men of cities. They loved woods and open fields, and they built, not with brick or stone, but with timber hewn with their own axes and fashioned into log huts. They used hardly any of their own towns. Even London and York seem to have been deserted. They used none of the Roman buildings.

For hundreds of years England must have been as well strewn with Roman buildings as Stuart England with ruined monasteries; but the Saxons avoided these Roman erections because they were afraid of them, believing them to be peopled with the ghosts of their former inhabitants.

So they did not preserve them, but may even have been set to work to destroy them. That, Professor Trevelyan thinks, may be one of the chief reasons why we see so little of Roman England still above ground.

A company has been formed at Oxford to acquire land for a zoo.

Over £500,000 was deposited in Birmingham's municipal bank last month.

Families with nine children in Yugoslavia are to be free from State taxes.

Lord Crewe has given his home, Crewe Hall, to the Cheshire County Council for their offices.

Italy has decided to reduce the salaries of half a million State workers by 12 per cent.