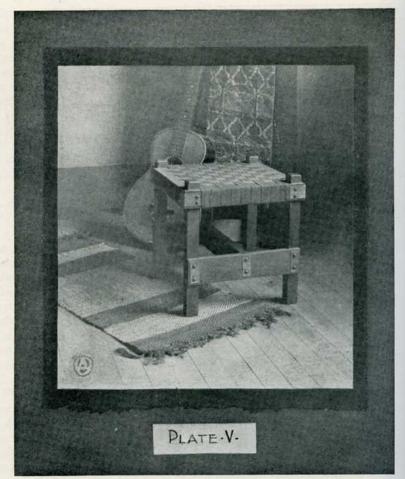
What a fine, old-country suggestion this STOOL gives! It is not a rushbottomed stool, as one might think to look at the attractive picture of it, but the seat is a woven one made from rug binding. Of this material, the allwool weave is best, as being more permanent. The frame should be of the best hard wood, for this stool is unusual in its construction. It is meant to be taken apart at will, and can be packed in a suit case. Its corners are furnished with broad brass strips that are not for ornamentation, but to act as washers under the screws which fasten together the corners. These screws might otherwise gradually "chew" into the wood and deface it, as well as thus weaken the corners.

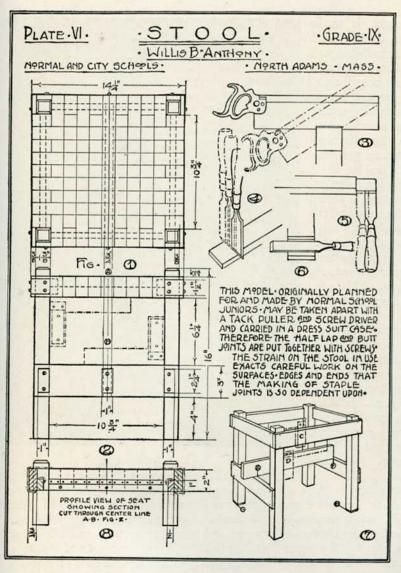
The stool consists of the four legs; four upper or seat rails that brace the top and also hold the

seat web; two lower rails; and, up under the seat web, two inner rails, screwed against the seat rails, to act as binders for the ends of the seat web. A cross brace stiffens the lower rails. But what a beautiful as well as useful thing it is, as it stands there, with the guitar and a bit of old woven fabric beyond it! It might well belong to some manor house of Elizabeth's day. The diagram views give you the dimensions, all of which have been worked out according to the rules of good constructive design. A stool has no back, so all sides should be alike, so far as fitness to purpose goes, though it is conceivable that a stool might be well designed, and yet show some variation in the pattern of its sides. Its height should be determined by the use it is put to; see what height of chair is most comfortable



considering the natural bend of your knees when seated, and plan your stool accordingly. Allow for material, cushions, etc. Have the legs stout enough to allow for the heavy screws that enter them in several places at the corners so these will not collide in the wood.

The tops of the legs also may well rise a little way above the seat, because if they did not, there would be more likelihood of the corner joinery splitting them. The strips of web for the seat are fastened as seen in the lower left-hand corner of the plate opposite where the stool is shown in section; that is, as if it had been sawed in two across the middle. Here you will see a row of small dots, arranged in pairs between two horizontal lines. This is where the ends of the strips are tacked to the inner rail at the top of the stool. Look now at either



side of this particular view, and you will see where the cross-lined sections show the inner and outer top or seat rails cut across. The ends of the strips (in this side, of course, weaving across the others) are tacked on the inside upper edge of the inside rail, are carried up over the top of it, and down between it and the outer rail, then under the outer rail, and up its outside and over the seat to the other side of the stool. Unlike the ordinary chair, this stool has but one brace. This is fitted tightly between the two lower rails. It is shown in process of

joinery at the lower right hand. The rails are all cornered about the posts with the "lap-and-butt" joint, which is simply a part of the end of each rail cut out, so that the resulting shoulders butt against the legs, while the remaining half of the thickness of the rails is carried along beyond the legs and past the end of the next rail. When fitted the extra end is sawed off. making the outer corner true. Too much cannot be said for good workmanship on this stool; simple as it is, if these joints are not cut true, and as absolutely true as the human hand can do it, the work will soon show the effects of the poor cutting. To be sure. this only requires the drawing of each guide line well, or the cutting of each joint evenly; but these require care, patience and will. Chisels and saws do not run accurately of themselves, and we have to furnish that accuracy from brain, eye and hand. The trysquare is shown in several places, in dotted line,

where it is necessary that the most accurate right angles should be obtained. Round-headed screws are used in setting the corner joints, for even the extra amount of wood taken out of the tongues of the seat rails in countersinking for flat-headed screws would seriously weaken the joints. Use stained putty in the temporary nail holes and wherever needed. The finish of the wood should be in stain and shellac, rubbed down between coats, or a final rubbing with beeswax dissolved in turpentine. Clean the brass with turpentine and metal polish.