

roduction of a blast bellows, the position of the water tank below the furnaces of the carriages, by which means the centre of gravity is brought below the line of central motion, the beautiful mechanism of the connecting movement of the wheels, the absolute absence of all smell, smoke, noise, vibration, or unpleasant feeling of any kind, the elegance of the machinery, in short the *tout ensemble* proclaim the perfection of the principle, and we deeply regret that the want of sufficient time to practice the mere mechanical motion of their engine, has caused Messrs. Braithwaite and Erickson to withdraw, their motives for which, we hope will be properly appreciated by the public, and by the railway directors, inasmuch as we believe it has been only to devote their whole time and talent to the perfection of their machine.

In awarding the principal prize, we cannot doubt both the inclination and the intention of the directors to purchase the engines which have been exhibited, and to reward with minor prizes the unsuccessful but ingenious competitors.

The opinion which we have heard almost universally expressed by scientific and practical men, who are best competent to judge, is, that the principle of the "Novelty is the most complete. We have heard many suggestions as to the best mode of correcting the imperfections of the mere working parts of the machine, but it would ill become us, by repeating them, to pretend to dictate to persons who must know so much better than any others how this may be done, as the ingenious inventors.

The Editor of the Liverpool Mechanics' Magazine, who rode on the Novelty, describes his ride thus:

"A carriage with seats for the accommodation of passengers, being substituted for the loaded wagons attached to "The Novelty," about forty-five ladies and gentlemen ascended to enjoy the excursion by steam. We can say, for ourselves, that we never enjoyed any thing in the way of travelling more. We flew along at the rate of a mile and a half in three minutes, and though the velocity was such, that we could scarcely distinguish objects as we passed them, *the motion was so steady and equable, that we could manage not only to read but write.*"

The editor of the Leeds Mercury, who was present, says:

"We had the pleasure to travel on a level at the rate of twenty-eight miles an hour, with as little appearance of danger and even of undue speed, as is felt in a stage coach travelling on the highway at the ordinary speed. The motion indeed of the carriage was so slight, that the passengers could read with perfect ease at the period of its utmost velocity, and, if the springs