

that the mere adhesion between the smooth wheels and smooth rails was completely insufficient to prevent slipping.

In the year 1812 William Hedley was viewer at the Wylam Colliery, and in order to reduce the working expenses he endeavoured to construct an engine to haul the coal waggons from the colliery to the river, and to do it cheaper than by horse haulage. At this time he had a knowledge of what others had done in this direction, but was forcibly impressed with the idea that the weight of an engine was sufficient for the purpose of enabling it to draw a train of loaded waggons. After having made successful experiments to prove the idea correct, he set to work and constructed his first engine, which, when completed, did not prove a success owing to shortness of steam, and a second one was made. The second one, the well-known "Puffing Billy," was put to work in May, 1813, and was a complete success. This may be safely called the first practical and efficient locomotive ever constructed. It had a return-tube boiler of wrought iron, vertical cylinders, and was placed on four wheels. Very soon after the engine commenced to work the exhaust steam was turned into the chimney to create a blast on the fire. This engine worked nearly continuously until 1862, when it was bought, and has now found an honourable resting-place in South Kensington Museum.

Puffing Billy was put to work in 1813, nearly a year before Stephenson's first engine was tried at Killingworth in 1814, thus proving without doubt that William Hedley was the first man to construct the first practically successful locomotive engine, and the first economical substitute for animal power.

It should not be thought that our author claims for Hedley the fame of being the first to develop the railways. Puffing Billy was at work sixteen years before the celebrated Rainhill contest took place, and ten years before locomotives were allowed to work the goods traffic on the Stockton and Darlington Railway.

Stephenson's success may be dated from the Rainhill contest in 1829; and he was one of the first men to bring the present railway system forward and develop it. At the same time William James must not be forgotten; he surveyed the Manchester and Liverpool Railway before Stephenson was placed in charge of the Railway Works, and had it not been for a difference of opinion on certain technical points, William James would have been the engineer of the line until open for traffic. Again, William James went to see Stephenson's engine, before Stephenson came to Liverpool, finding him an intelligent working man and the engine a success, he brought Stephenson to Liverpool, where he eventually commenced his successful career.

The author is to be congratulated on having proved his case, and in the preface he truly says: "Without William Hedley, George Stephenson might have lived in vain. It was William Hedley who gave the locomotive its life and power, and made the work of other men possible."

The book is very interesting, and is useful as a book of reference, the appendix containing extracts from the opinions of many writers, and letters from men able to give information on the subject. This little book will prove useful to all who wish to know the facts concerning William Hedley and his inventions.

N. J. L.

## LETTERS TO THE EDITOR

[The Editor does not hold himself responsible for opinions expressed by his correspondents. Neither can he undertake to return, or to correspond with the writers of, rejected manuscripts. No notice is taken of anonymous communications.]

[The Editor urgently requests correspondents to keep their letters as short as possible. The pressure on his space is so great that it is impossible otherwise to insure the appearance even of communications containing interesting and novel facts.]

### Shotfiring in Mines

FOR some time past I have been conducting a series of shotfiring experiments at Dowlais and elsewhere on behalf of the Royal Commission on Accidents in Mines. Towards the end of August last Prof. C. G. Kreischer, of Freiberg in Saxony, visited me at Cardiff for the purpose of conferring with me on the coal-dust question. The experiments at Dowlais have a direct bearing on that subject, so, after pointing out to Prof. Kreischer the perfectly private nature of the investigation and the delicate position in which I would be placed were the results allowed to transpire through any channel other than the Royal Commission, and having received his assurance that such a contingency was impossible as far as he was concerned, I asked him to accompany me to Dowlais, so that he might witness some of the experiments on August 28 and September 1.

On the second (?) day Prof. Kreischer asked my permission to write to his friends in Germany, suggesting that they might make a few similar experiments privately in an apparatus that had been set up at Zwickau, at the expense of the Saxon Government, for the purpose of conducting a series of experiments with coal-dust. He again assured me that no publication of results would take place until after those obtained here were made known, and offered, if I had the least doubt as to the integrity of his friends, not to put it in their power to anticipate our results by not writing to them at all.

I did not feel justified in resisting such an appeal to my trustfulness, and agreed to his proposal.

A few days ago I received the following letter, which I shall be glad if you will kindly publish, along with my answer.

Sir F. A. Abel is the inventor of the dynamite water-cartridge, and not myself, as might be inferred from the article in *Glückauf*.

W. GALLOWAY

Freiburg, October 2, 1885

HOCHGEEHRTER FREUND.—Es war mir unmöglich wieder nach Cardiff zurückzukehren da wir uns zu lange im Durhamreviere aufgehalten hatten und die Zeit meiner zulässigen Bleibens in England sich allzusehr dem Ende zuneigte. Leider bin ich dadurch um das Vergnügen gekommen noch einmal mit Ihnen persönlich verkehren zu können, doch hoffe ich, dass wir uns bald einmal wieder sehen, vielleicht in Zwickau.

Die Schiessversuche mit Wasserbesatz und Pulver—der Versuchsstrecke haben sowohl in Zwickau als auch in Neunkirchen zu guten Resultaten in so fern geführt als die Gasen nicht entzündet wurden. Versuche mit Pulver und Wasserbesatz in der Planitzer Kohle ergeben aber in so fern keine guten Resultate, als die Schüsse nicht werfen.

Leider hat Assessor Nonne, welcher den Versuchen beiwohnte, ganz gegen unsere Verabredung sogleich die Resultate dieser ersten Versuche in einer kurzen Notiz im *Glückauf* veröffentlicht, jedoch ohne ihre Priorität zu nah zu treten, da Sie besonders darin erwähnt sind. Ich hatte ausdrücklich vor jeder Publication gewarnt ehe die Ihrige nicht erschienen sei, ein ordinärer Character kümmert sich aber um so etwas nicht.

Bei späterer Veröffentlichung der Zwickauer Versuche kann eventuel darauf Bezug genommen werden.

Nochmals für alle Liebe und Freundschaft, die sie mir so vielfältig erwiesen haben bestens dankend,

Verbleibe ich mit herzlichem Glückauf,

Ihr,

Ergebenster,

C. G. KREISCHER

Herrn Bergingenieur Galloway, Cardiff

Cardiff, October 9, 1885

DEAR PROFESSOR KREISCHER,—I have received your letter of the 2nd inst. I observe that the friends to whom you sent a description of the shot-firing experiments have violated the conditions under which I gave you permission to make your communication to them by already publishing their results, as if