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## PATENT CHARIOT STREET CAR.

The novel vehicle represented in the engravings given herewith is designed as a substitute, in city streets, for both omnibuses and horse cars. Like the former, it requires no tracks, nor the acquisition of a right of way, and in common with the latter it has easy motion and superior facilities of accommodation. The form is handsome and symmetrical. The front part of the body in the swell forms a kind of oblong octagon, while the bottom is of equal width along the entire length, excepting a rounding at the hind end, forming a recess, so that the hind wheels do not project outward beyond the front part of the vehicle. The whole body is mounted on a combination of springs.

The front axletree is short, so that the car can be started more easily than the ordinary omnibus, also turned around in its own length, and guided more accurately, so as to avoid irregularities in the roadway. Two doors are provided, placed obliquely at the rear. Access is obtained by a low step, so that, when the vehicle is driven close to the edge of a sidewalk, a lady or infirm person may step therefrom directly into the car. The arrangement of the interior resembles that of horse cars; the height of the roof is sufficient to allow a person to stand erect with comfort, and the usual straps for support while in this position are provided.

A patent double reflecting lamp—a device of the inventor—is supplied, by which light is afforded in advance of the chariot as well as within the same. The weight of the entire vehicle is about the same as that of an ordinary omnibus, and the cost of manufacture, we are informed, is no higher.

We learn that a car will probably be brought to this city, when those interested will be given opportunities for its examination.

For further particulars, address the patentee and proprietor, Mr. Chauncey M. Murch, No. 278 W. Sixth street, Cincinnati, Ohio.

## Electro Music.

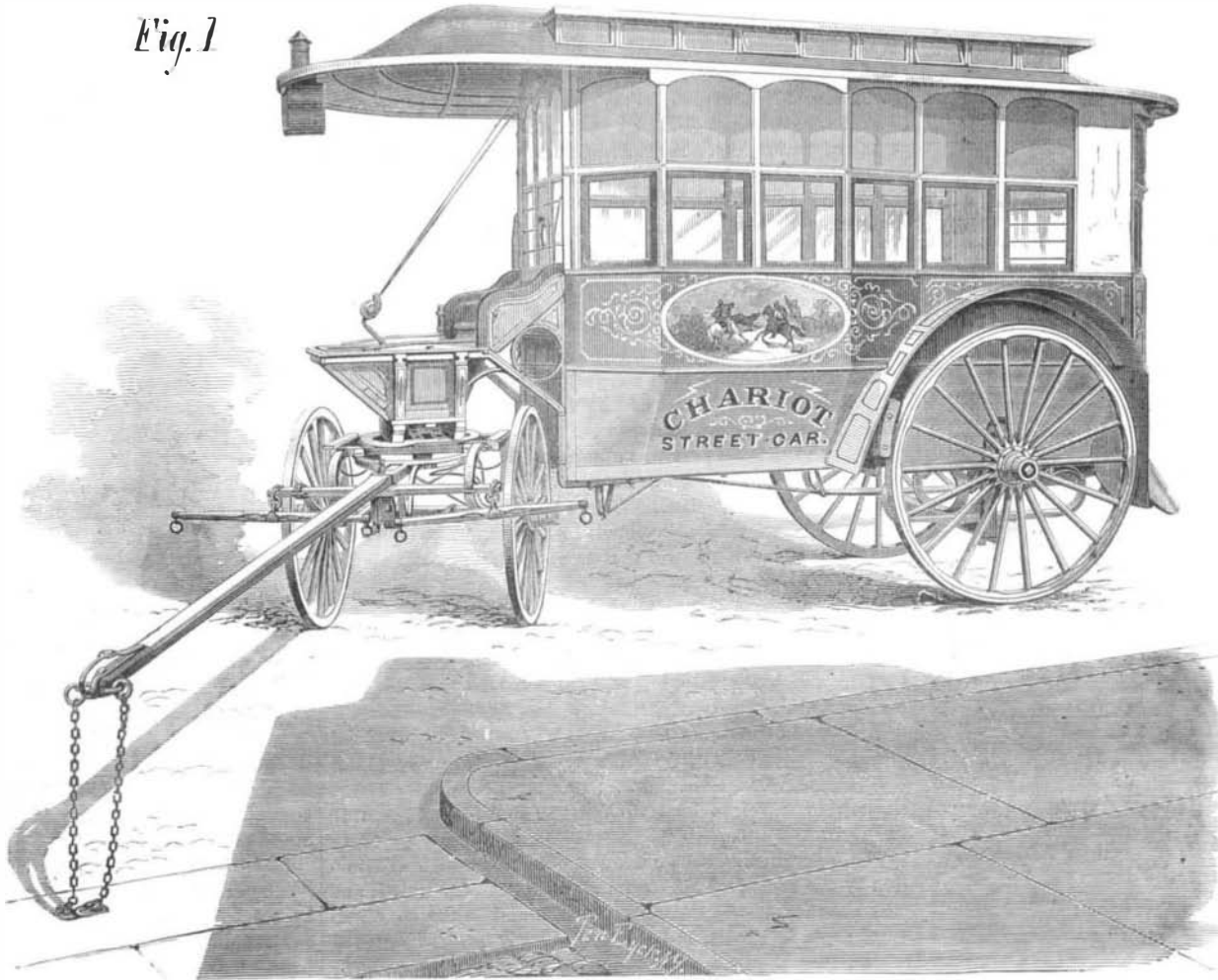
A correspondent, Dr. G. P. Hachenberg, calls our attention to his plan for playing one or more pianos by electricity, and suggests, among other remarks, that instruments thus arranged might prove an interesting feature in the coming Centennial Exhibition. Dr. Hachenberg says: "The electrical union of ten pianos is a very simple arrangement, but is controlled with singular effect to render volume and expression. One instrument serves to play upon, and the rest are connected with it by electro magnetic attachments, so that the pressure of a certain key on the key piano determines the striking of nine other like keys on the rest of the instruments. The pedals are governed by similar arrangements, and there is an apparatus whereby the music may be played upon as many or as few of the ten pianos as desired.

The invention is not unpractical; and in fact, a similar contrivance is in use upon the two organs of St. Thomas' church, in this city, where the tower bells are also chimed in connection with the organs, by electricity. It suggests possibilities of future musical performances quite interesting. There is no reason, for example, why pianos, minus keyboards, should not be provided in houses, and their works connected with the keyboards of three or four instruments, say in

a central office. In the latter, at certain hours of the day and night, celebrated performers might be engaged to play, one, for example, executing classical, another sacred, another operatic, and a fourth dancing music, on as many separate pianos. These last could all be connected with any

else some other kind, and so on. The subscriber then watches his clock, and at the specified hour turns a switch on his wall, which places his instrument in connection with either Monsieur's or the Signor's piano. Then all he has to do is to listen until he gets tired, when, without apologizing to the eminent performer, he shuts him up, by a touch of the finger on a button.

Fig. 1



## MURCH'S PATENT CHARIOT STREET CAR.

number of piano movements all over a city, so that the playing of one instrument in the central bureau would, of course, be repeated on every other piano, no matter how many or how widely separated, and the effect would be exactly as if the performer were individually in the parlor of every subscriber. The latter might be provided with a printed daily programme, specifying that at such and such an hour Signor So and So would play certain music; Monsieur Somebody

moth, is 1,909 feet. The discrepancy is accounted for by the singular formation of the veins of coal as developed by the test drill. The Big Tracy vein basin is found to be 176 feet deeper than expected. And the Orchard vein is so curiously formed that it was cut three times, the distance from its first appearance to the last being 250 feet. The strata overlaps or closely folds in a very remarkable way. Taking these two entirely unexpected and unforeseen distances out of the account, the calculation would have held correct.

The Seven Foot vein, which is the upper member of the Mammoth, was found to be thirteen and one half feet thick, and of excellent coal. Underneath this vein there are seven feet of slate, three and one half feet of good coal, four feet of slate, two feet of good coal, sixteen feet of slate containing iron ore balls, and six inches of carbonaceous iron ore, or black band. Then comes the Mammoth vein, twenty-one feet thick, next one and one half feet of partition slate, and under this it is thought there is a nine foot vein of coal. Below this, it is believed, comes the solid rock.

Besides the red ash veins, which will be worked, there are the following white and gray ash coals: Primrose, fourteen feet deep; Seven Foot vein, seven and one half feet deep, and the Mammoth, twenty-one feet deep, making a total depth of forty-eight and one half feet of coal.

The importance to Pottsville of the success of this great and plucky undertaking by the Reading Company cannot be overestimated. It makes Pottsville the great mining city of the future. For years and years to come, in all reasonable probability, hundreds, perhaps thousands, of men will be at work here, taking the black diamonds from this inexhaustible supply. It takes no great stretch of the imagination, says our contemporary, to see in operation here the largest and finest colliery in the world.

Fig. 2

