

# A NEW ELECTRICAL CARRIAGE.

New Jersey Produces a Horseless Vehicle That Does Seventeen Miles an Hour at Nominal Cost.

A Camden company now has a force of men at work upon a new sort of vehicle that promises to revolutionize the popular modes of conveyance. The new scheme is an electrical carriage, a carriage to be built just as carriages now are, but to be operated by a storage battery hidden in the bottom of the vehicle instead of by horses. Not only do those building this carriage expect it to supersede the carriages now in use, but they declare that it will in time take the place of bicycles, and in their enthusiasm they add that they would by no means be surprised if the trolley cars should feel the effect of the new invention once it gets on the market and people are able to reach the price.

Two of the carriages are now being built at the works in Camden, of two different sorts as far as the mechanical construction goes, but both are on the same principle. The difference is the method of operation, and these differences represent the views of an electrician in the one case and a machinist in the other. They are to be completed by the 1st of November, and will at once enter upon a race near Chicago to test the speed. They are being built of the best material, and will be in every sense first class carriages of "trap" pattern and are expected to cost about \$1,500 complete for the two.

This cost, however, can be regulated if the carriages do all that is promised for them, and they can be made in the future at almost any price. In any event, the first cost will be the only real one, because they are to be equipped with a storage battery which will run the vehicle five hundred miles before requiring to be recharged, and this at a cost of but thirteen cents for each fifteen miles. A speed of seventeen miles an hour is promised for the new invention, and some idea of what this means can be gained by a little comparison with an ordinary horse.

It would indeed be an extraordinary horse that could take a speed of twelve miles an hour and keep it up for five hundred miles, or a little less than forty-two hours, without stopping for wind, water or feed. This is what is promised for the electrical carriage, however. With the use of this sort of carriage there would be no stables to be cleaned—none to be used, in fact; no harness to be repaired or cleaned, no hay to buy and none of the expense incident to keeping a horse.