

## ELECTRIC TRACTION.

The Windsor, Essex and Lake Shore Rapid Railway Company have decided that their line shall be operated by electricity. This system will connect Windsor, Kingsville, Leamington and Chatham, and residents of this populous section will ride on one of the most complete inter-urban roads on the continent.

After careful investigation and comparison with steam and with the ordinary direct current system of electric traction, the management found that there was a marked difference in the cost of equipment—that the operating expenses would be less—and that cars could be run at a higher speed—by the use of the single phase alternating current system as now furnished by the Canadian Westinghouse Company, than with either of the other methods.

For this new road, the Canadian Westinghouse Company are furnishing a similar type of single phase equipment to that designed for the Grand Trunk Railway for motive power in the St. Clair tunnel—as well as for the New York, New Haven and Hartford road for the electrification of their main line out of New York City.

One of the most remarkable strikes of coal miners in Illinois came to an end June 1 by the formal ratification of a two years' treaty of peace, or until March 31st, 1908, between operators and miners at Springfield, Ill. The pact of amity was a compromise against which radicals in the ranks of both parties thereto opposed their might. They met severally lately, and in the meeting of the miners the settlement plan was ratified by 257 affirmative votes against 207 in opposition. The action of the operators was more nearly unanimous, but nearly a score of producing companies registered their votes against the measure. The two most conspicuous concessions made by the Illinois miners in the agreement just concluded were: first, the complete assumption of the expenses entailed upon the operators by the shot-firers' bill and drastic penalties for quitting work at any mine in the State in violation of the State agreement. There were other agreement modifications upon which some of the western operators had set their hearts. Some change in the machine mining differential was desired. And of perhaps equal importance a screened coal basis was sought. But these claims were waived in the interest of immediate peace, and with the concessions made by the miners the scale of 1903 was adopted

and an end given to the inactivity which has lasted for 60 days.—(Coal Trade Journal.)

Great improvements necessary by the enhanced demands of the Dominion Exhibition, are being made on the grounds at Halifax. The Fisheries Building, a splendid up-to-date structure, has this season been added to the departmental edifices. All the other buildings will be greatly extended, and the capacity of the Grand Stand will be doubled, making it capable of accommodating 8,000 persons. The floor space of the different departmental buildings for the big Fair will total 183,000 square feet. Steps have been taken at once to appropriate an acre of additional land adjoining the Exhibition grounds, thus affording an opportunity to erect a new main entrance and commodious office building.

Included in the race programme for the great Meeting to be held during nine days on the Exhibition track will be six Stake Races, entries for which close on June 15th., at which date \$5.00 or 1% of the entrance fee will be payable. The aggregate of purses for the races is \$9,000, giving \$1,000 daily in prize money. The exhibition track has this season been graded, according to the original plans, topped over with sifted earth, and made what is believed to be the fastest in the Maritime Provinces.

The Dominion Exhibition will run for two weeks, September 22nd. to October 5th., and its premiums will amount to \$100,000.

For some months past, the officers and engineers of the Montreal Street Railway Company have been in consultation over the question of improvements. After careful consideration it was decided that the increase in traffic justified the purchase of a 1,000 K. W. Westinghouse Railway Generator, as well as three 500 K. W. Westinghouse Motor Generator Sets. For the new cars, which promise to be the easiest and most comfortable of any in Canada, twenty quadruple equipments of motors were ordered, and fifty sets of Westinghouse Air Brakes with motor driven compressors. The fact of the Montreal Street Railway adopting the Westinghouse apparatus and intrusting the making of this costly equipment to the Canadian Westinghouse Company is clear evidence that Canada is now able to compete with the world, in everything electrical.

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