Chicago & Grand Trunk Railway.

The receivers, E. W. Meddaugh & H. B. Joy, issued the following circular Nov. 30:—"In accordance with a decree of the U.S. Circuit Court for the eastern district of Michigan, the undersigned will, at 1 minute after midnight of Nov. 30th, transfer to the Grand Trunk Western Ry. Co., possession of the railway & property of the C. & G.T.R. Co. On & after 1 minute after midnight of Nov. 30, 1900, all persons employed by the undersigned as receivers in said cause in or about the operation of the property embraced in said decree are relieved from duty to said receivers, & after that date will cease to be in the service of the said receivers. The liability & obligation of the receivers in respect to said property, to the persons employed thereon, & to the public, terminate absolutely at 1 minute after midnight of Nov. 30, 1900."

President Hays, of the Grand Trunk Western Ry. Co., issued the two following circulars on the same date:—"The G.T.W.R. Co. has, by virtue of sale & purchase under decree of foreclosure against the Chicago & G.T.R. Co., rendered by the U. S. Circuit Court for the eastern district of Michigan, & subject only to the obligations imposed by such decree, become the owner of all the property described in said decree. Notice is given that at 1 minute after 12 o'clock midnight, on Nov. 30, the G. T. W. R. Co. will take possession of & operate the said property."

"At a meeting of the board of directors of the G. T. W. R. Co., held Nov. 22, the following officers were elected:—C. M. Hays, President; J. H. Muir, Treasurer; C. Percy, Secretary. All other persons in the service of the receivers of the C. & G.T.R. are authorised to act in their respective positions & capacities for this Co. until further notice."

Display, etc., of Transportation Folders.

The Railway & Steamship Folder Display Co. has recently been organized to carry on the display of folders in racks in the leading stations, ticket offices & hotels, & to distribute folders & other printed matter to coupon & exchange ticket offices.

The Co. has bought the business of the Railway & Steamship Advertising Agency heretofore carried on by Jos. Simpson, of Toronto, who died recently, & has also secured the franchises, &c., of the National Railway & Steamship Advertising Co. of Canada, & of the Railway Folder Advertising Co. of Ontario, Ltd.

A number of the Co.'s racks are already located at the most important points in Ontario, & this branch of the service will be extended to the other provinces. The distribution branch, already in thorough operation in Ontario, is also being extended, so as to embrace the rest of the Dominion, & the Co. is thoroughly equipped to render excellent service.

Great care is being taken to perfect the details of organization, & there is no doubt that the work will be carried on in a thoroughly systematic & up-to-date manner, the management being in capable & experienced hands.

Already a number of leading lines, including, among others, the Canadian Pacific, Grand Trunk, Intercolonial, Lehigh Valley, Dominion Atlantic, Mexican National, Delaware, Lackawanna & Western, Canada Atlantic, Illinois Central, Chicago, Milwaukee & St. Paul, Lake Erie & Detroit River, Wabash, Ottawa & Gatineau, Quebec & Lake St. John, Florida East Coast, Cleveland & Buffalo Transit Co., Northwest Transportation Co., Richelieu & Ontario Navigation Co., Northern Navigation Co., & Canada Atlantic & Plant Steamship Co., have placed their business in the Co.'s hands.

The head office of the Co. is at 16, Manchester Building, Melinda St., Toronto, with a branch & distributing office at 111, Union Station, Toronto.

GUELPH STATION, CANADIAN PACIFIC RAILWAY.
The oldest building in Canada used as a railway station.

Station, not Depot.—R. Luce, in his excellent little work "Writing for the Press," says:—"'Depot.' Avoid this mischief-making French word by substituting station. Every railway depot is a station, but very few stations are depots."

The Oldest Station in Canada.—On this page is an illustration of what we believe to be the oldest building in Canada used as a railway station. Guelph was founded on April 23rd, 1827, when the first clearing was made in the forest under the direction of John Galt, the first Commissioner of the Canada Company. The first building put up on the townsite was the Priory, which was built of logs, & finished in 1828 as an official residence for Mr. Galt. Afterwards it passed into the hands of the late David Allan, who lived in it for many years, & when the Guelph Junction railway was built it was secured as the passenger station at the Guelph terminus, & is still used for that purpose by the C.P.R. Co. which leases the line.

The use of hoops to deliver train orders to an engineman or conductor without stopping the train has been introduced on the Pittsburgh division of the Pittsburgh Cincinnati, Chicago & St. Louis.

Electric Car Brake Tests.

Early in 1899 the Board of Railroad Commissioners of the State of New York authorized a public competitive test of brakes for street surface cars, the action being prompted by the alarming increase in the number of serious accidents happening on electric railways throughout the State, which the Board believed to be due, to a large extent, to the inefficient brakes in use.

The tests were made in Aug., 1899, on the Lennox Avenue line between 135th & 146th streets, New York City, on cars furnished for the purpose by the Metropolitan St. Ry. Co. Between the points mentioned the track is of 90 lb. girder rail, 2 inch head, double-track underground electric construction. The distance between the streets named is 2,750 ft., & there is a descending grade northward from 135th St. of 8.8 ft., nearly uniform between the points.

The cars furnished had 8 wheels, with maxim traction trucks, fitted with G.E. 1,000 motors, with non-suspension driving wheels 30 ins., tread wheels 20 ins. in diameter, length of car body over all 28 ft., outside measurement of wheel base 17 ft. 6 ins.

The test was made by C. R. Barnes, electrical expert of the Board, assisted by W. A. Pierson, electrical engineer of the Metropolitan St. Ry., who designed & constructed a device that automatically recorded the result of each stop, in the form of curves, which showed the number of feet that the car had run after "stop" signal had been given & the time consumed in bringing the car to a standstill.

It was the intention to make the test at initial speeds of 20, 16, 12 & 8 miles an hour, but it was found that the higher speeds could not be attained with the motor equipment used, so the tests were made at 16, 15, 12 & 8 miles an hour. These tests were made without sand; & 2 additional stops, at 16 miles, were made with sand.

In an elaborate report of the result of the tests, Mr. Barnes says: "The reliability of the air brake has been thoroughly established by its use on steam roads. A large number of them are now used on electric cars, &, with proper inspection & care, the air brake, as applied to electric cars, is a reliable, powerful, quick & easily controlled means of applying the braking power to a car wheel. Four systems of air brakes were submitted & tested. All were similar, so far as relates to the use of air under compression in a cylinder, to operate a piston from which, through levers, the power was transmitted to the brake shoes. They differed in the method of compressing the air & applying it to the piston.

"The G. P. Magann Air Brake Co. presented what is known as a storage air system, in which there is an air compressor & reservoir located at the power house or some central point on the street car system. This reservoir is charged with air usually compressed to 300 lbs. pressure. The car is equipped