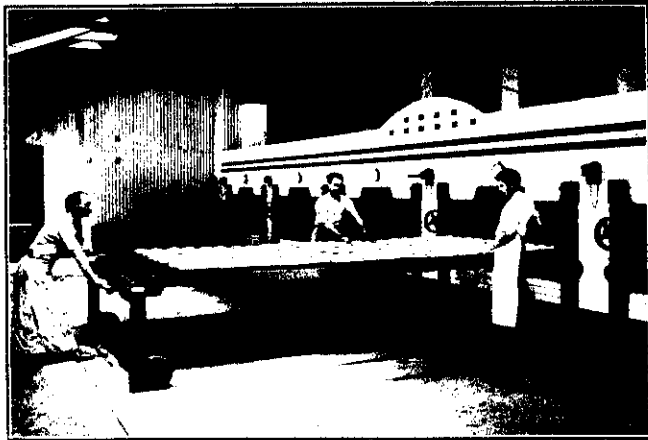


selves, are placed in position, the front of the oven is raised, and the tray is wheeled back with the bread, the oven being then closed down. A dummy clock in front of the oven marks the time at which the bread is thus

him an appearance of the comet to foretell his decease. We have our own ideas as to what became of the most aged of men, ideas which often comforted us in our youth, when age and goodness were imposed upon us as synonymous terms.



THE OVENS—A BATCH OF LOAVES READY FOR BAKING.

put in, and the baker knows by referring to the dial that within a given time the batch will be ready for removal. Where the dough is placed on the trays without the tins, the bread is finely sprayed with a mixture, the principal ingredi-

In the fifth chapter of Genesis, it is stated that Methuselah lived after he begat Lamech seven hundred and eighty-two years. Later on we learn that Lamech was a hundred and eighty years old when he begat Noah; and in the sixth



LOADING UP THE CARTS.

ents of which are hot water and sugar, and this gives the fancy bread the gloss which so greatly improves its appearance. To see the bread emerging from the ovens, one cannot do better than visit the bakery early on a Saturday morning, as the writer did. The final batches of bread were in readiness for baking on our arrival, and even after oven was being opened to release the bread, some 8,000 loaves being required for the day's supply. Everything went with the regularity of clock-work, the ovens being rapidly emptied. The bread baked in this (280 loaves in a batch) was removed to the tables on the tramway in something like 60 seconds. Under the old system of handling every tin separately, it would have taken a smart baker at least 20 minutes and probably half an hour to empty the same oven. In this instance two men, holding a long iron rod between them, place the rod at the back of two rows of tins, and shift them on to the moving table with one sweep; the table when full is promptly wheeled out of the way into the loading-up shed, emptied on to the carters' tables, and left there to cool off. The movable table returning to the bakery. It is all very simple, yet very wonderful, when one comes to think of the cumbersome methods of handling bread obtaining elsewhere.

chapter we are told that Noah was six hundred years old when the Flood came. How can we possibly escape from the conclusion that Noah, for reasons into which we do not presume to pry, left his ancient relative outside when he entered into the ark, and that Methuselah met with death by drowning?

In a recent lecture on Halley's comet Sir Robert Ball attempted, says the "Pall Mall Gazette," to whitewash the character of Methuselah, by placing the date of the patriarch's death at a date far prior to that of the Flood, and giving

The Future of the Railway.

ELECTRIC AND GASOLENE CARS REPLACING THE STEAM LOCOMOTIVE.

It looks like a race between the gasolene motor-car and the electric locomotive to decide which will do most to give the steam locomotive the harder push toward the scrap heap. Day in and day out on many branch lines in America, sleek steel cars, like sharp-nosed torpedo-boats on wheels, slip along at from 40 to 60 miles an hour with passengers gazing out through airtight windows into a smokeless atmosphere. They are gasolene motor-cars, one type of many that have been adopted or are being tested on many railways. These motor-cars and electric locomotives already in practical use, point to the beginning of a revolution in transportation, which has gone on in the last few years, almost as notable as the substitution of the steam locomotive for the stage-coach.

It will be some time yet before the steam locomotive will cease to be the best and cheapest mechanical horse for the main trunk railways; and the locomotive builders go on improving their steam freight behemoths and passenger flyers as if they were in business for all time. But within the last year alone, the change to electric power began on railways with heavy passenger traffic, especially near great cities, has been so enormous, and the experiments with motor-cars have been pursued so swiftly and successfully that the transformation is already advanced enough to foreshadow the decline of the steam locomotive.

Electric trains, where the traffic is, or can be made, dense and steady; gasolene-driven trains, where the traffic is light and uncertain; cars that will run either in trains or alone by their own locomotive power, so that a train may start for even a small number of people, and so that empty cars need not be hauled when not required—these are the novel machines that are opening a new era in transportation. They are just beginning to push the steam locomotives out of several important departments of work. Their results will soon show whether they can invade the field of long-distance passenger transportation and long or short-distance freight transportation, the two fields which the steam locomotive continues to dominate.

Why are the railways being electrified? In Switzerland, in Italy, in Sweden, because coal is dear and waterfalls are cheap. In the United States and in England because trolley competition has become so menacing to the railways, and because the public, taught by the trolley lines that it is possible to travel without being forced to breath smoke and collect cinders, have demanded relief from present railway conditions, and the railways have been disposed to heed. Millions of travellers entering and leaving New York used to be obliged to suffer a very purgatory passing through a tunnel that led one man to say that if he should go to

Hades he wished to go on one of the two roads that used the tunnel, because then he would be glad when he got there. When one morning, several years ago, a terrible accident took place in the mist and gas and steam and smoke of this tunnel, it became plain that relief must soon come, and electric trains were installed.

A significant point in the adoption of electricity is the introduction in suburban traffic of the cars like the familiar ones of the Elevated and subways. Their advantage is that every car, or almost every car, is a locomotive in itself. When many cars are made up into a train, the motors on all the live cars help in propulsion, though the control is held by the first, where the engineer has his post. The beauty of this equipment lies in its flexibility. The number of cars in a train can be made to vary with the traffic. Cars can be dropped off or added at any station. The practice of railways has been to run trains at long enough intervals to give some assurance that they can be filled. With the new equipment, there can be a much greater frequency, for at any hour of the day when few people normally wish to travel, a long enough train can be provided, or even a single car, for the few who do. At rush hours heavy trains can be sent out at frequent intervals. The swift acceleration of electric cars makes it possible to run many trains at high speeds, and yet make many stops.

The British Emigrant.

ECHOES OF A LONDON CONFERENCE.

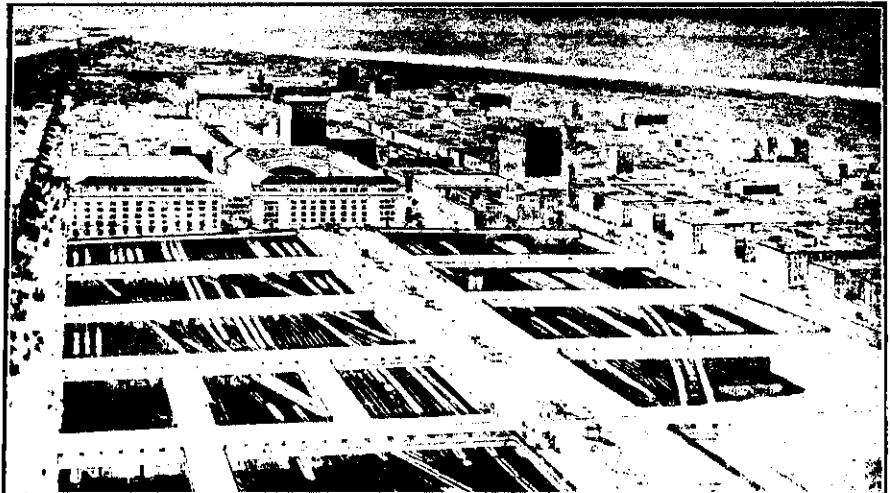
DOMINIONS CRITICISED.

LONDON, June 3.

For two whole days this week a conference convened by the Royal Colonial Institute discussed the question of British emigration. Nothing very new was discovered, which is hardly surprising; but the discussion at the conference showed, as one of the delegates put it, the necessity for a conference. For a good deal of confusion and overlapping as regards methods of working were revealed among the delegates from the various societies, and the need for a common policy was emphasised thereby.

Various schemes of colonisation and settlement were put forward by enthusiasts, and it was decided to refer these to a standing committee to be appointed by the Royal Colonial Institute. The conference also passed a resolution suggesting to the Government the desirability of holding a subsidiary conference as soon as possible.

Representatives of 50 agencies, chiefly philanthropic, attended the conference, which was held at the Whitehall Rooms,



THE GRAND CENTRAL STATION AND YARDS, NEW YORK, AS THEY WILL BE.