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We find him commenting with some acerbity on the sight of a gentleman of family "sitting in Dover-street in a large motor-car with a tonneau body." "He informs me," the diarist continues, "that he is off to Leicestershire to help a friend in the election, and has adopted this novel vehicle as a method of taking people to the polls. A motor-car maker tells me that he will not be surprised if motor-cars are used in future as much as horses." "Lord Carnarvon," we are told in a later passage, "is becoming a public nuisance as a scorcher. He was summoned again to-day. Clouds of dust as high as the neighbouring trees, said the police witnesses, rose up as his car whizzed along the road. By careful timing and measurements the Superintendent calculated the rate of speed at a mile in two and a half minutes!" No wonder that a morning paper issued a warning that these machines were not to be handled on a casual acquaintance, and that the man who was taking a precious load of voters to the poll ought to be above suspicion "as to sobriety and skill in working the mechanism"!

These diaries force us to realise how completely ideas have changed. Mr. H. G. Wells long ago prophesied that, as soon as the individual citizen could move freely and swiftly in his own mechanically propelled vehicle, England would become a vast combination of suburb and market garden. His prophecy is, as yet, unfulfilled. But of the centrifugal effects of motoring there is already ample evidence to-day. The town-dweller has been emancipated. Our country inns have revived, our roads, though in danger of reverting to the turnpike era, enjoy a new life, and the barrier between country and town has to a very large extent been removed.

Changes as great as those which have overtaken the towns have come to the remotest parts of the countryside. Shopping centres, golf courses, rivers and shoots have become vastly more accessible. Dwellers twenty miles apart find themselves near neighbours, and the range of social intercourse is immeasurably widened. Some changes, on the other hand, are not so welcome. It is difficult, for example, not to resent the disturbance of our favourite haunts by the overloaded chars-à-bancs. If, however, the sightseers of to-day have not yet learnt to read in Nature's Book, it is equally certain that experience alone can teach them. Again, the inconsiderate use of motors in connection with hunting is within the experience of all. There is hardly a man, and certainly not a Master of Hounds, who will not recall moments of pardonable, and not always inarticulate, irritation. But it is well to bear in mind that perhaps no factor has contributed more to the satisfactory fields which have been maintained by most packs than the extension of the area within easy motoring distance of the meets. In the case of countries adjacent to large centres of population this extension may have its drawbacks; but, on the other hand, it has often brought very useful financial advantage.

There are a few of the old school, of course, who even now have no good word for the motor. The late start in the morning and the luxurious drive to the meet are mere evidences of degeneration to them. Such Spartans are happiest with their own discomforts: and there let us leave them. There is no need for gloomy views. The development of the motor has ousted neither the hunter nor the Shire. Nor have other dismal prophecies been fulfilled. Motoring has brought as many benefits and facilities to the country as it has to the town.

The Motor and the Countryside

WHEN the history of this generation comes to be written there will be not a few changes to record that are both profound and obvious: the social effects of the Great War, the intellectual reactions of the sudden development of "broadcasting" and of the moving picture. We may think them fortunate or disastrous, but these things have happened so suddenly that, with the memory of but a few years behind us, we can appreciate the changes of habit and outlook that they have brought to ourselves and our contemporaries. The development of motoring has been less spectacular perhaps, for we have had longer to get used to it. But occasionally some document or some memory of our childhood brings us back, with a start, to our ideas of twenty years ago, and we realise, for instance, the enormous industrial and social changes that have happened.

During the past week a London editor has published some extracts from his diaries of about twenty years ago.

Our Frontispiece

OUR frontispiece this week is a portrait, by Mr. Philip de László, of Sir Arthur Shipley, G.B.E., F.R.S., Master of Christ's College, Cambridge. Sir Arthur Shipley is a zoologist and one of the most popular dons that Cambridge has produced. He has served on many Royal Commissions, is a Beit Trustee, and an honorary D.Sc. of Princetown University. His "Minor Horrors of the War" attained great popularity.

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From the portrait by

Philip de Laszlo.

SIR ARTHUR E. SHIPLEY, G.B.E., F.R.S.,
Master of Christ's College. Vice-Chancellor of Cambridge University 1917-19.