

law; he speaks from the deep springs of life. All this. But when he descends to our common pavement, when he would apply his eminent spiritual wisdom to the course of legislation, he is no more sagacious nor useful nor temperate than a flash of lightning in a grocer's shop."

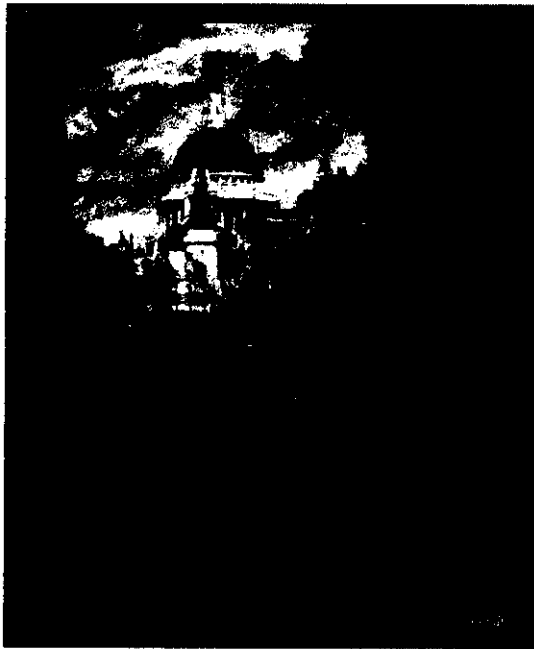
And from Meredith, who was never a "popular" writer, it is noteworthy to read this:

"A man who hopes to be popular must think from the mass, and as the heart of the mass. If he follows out vagaries of his own brain he cannot hope for

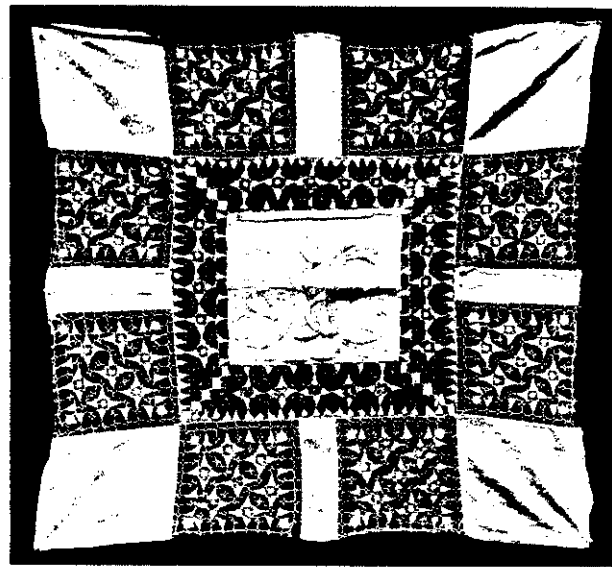
general esteem; and he does the smaller work. "Modern Love" as a dissection of the sentimental passion of these days could only be apprehended by the few who would read it many times. I have not looked for it to succeed. Why did I write it?—Who can account for pressure?"

The Motor and the Horse.

The remarkable progress of motor traffic is shown by the figures of the an-



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nual census taken by "Motor Traction" in Fleet Street, London, on St. George's Day. Between 8 a.m. and 8 p.m. on that day, not a single horse omnibus passed along that busy thoroughfare, while motor omnibuses totalled 2,770. Five years ago there were 2,341 horse omnibuses to 995 of the motor-driven type, while two years earlier there were probably 3,000 horse omnibuses and no motor omnibuses at all. The progress of the motor cab is even more remarkable. In the census taken on April 23, 1907, there were only 48 motor cabs to 1,902 horse cabs. On April 23 last the motor cabs numbered 1,383, while the number of horse cabs had shrunk to 228. Another interesting feature of the census is that for the first time motor vehicles exceeded those drawn by horses, the figures being: Motor, 4,986; horse, 4,604

—a majority for motors of 382. In 1911 the position was reversed, horse vehicles having a majority of 387.

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