

false reporting shall be subject to trial at the place of original publication, and not in any or every place where a copy goes.

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On the first point, the right and duty of newspapers to publish facts and to draw inferences regarding public officials and public affairs, no elaboration should be necessary. Free government depends upon it. If officials may suppress facts, they can assassinate popular government. "The man on horseback" is as certain to follow press censorship as is night the day. By every one this will be admitted—perfunctorily at least. But suppose the "facts" are untrue, and the inferences unfounded. This is the breach at which the advance guard of censorship enters the free press citadel. But, as Judge Anderson has shown, the questions are easily answered without menace to freedom of the press, and in entire harmony with principles of the law of libel which our forebears fought for and established. Mere false statement or unfounded inferences are not libelous. To make a libel, falsity must be supplemented with malice; there must be evil intention. In the case of private persons who have been misrepresented, malice may be inferred from falsity. But this cannot be so when there is an obligation of public duty to speak, as in the case of a newspaper reporting upon official acts. In such cases both elements of libel must be distinctly proved. Not only must the falsity of the publication be shown, but it must be also shown that the false publication was intentionally and not mistakenly false. This is the wholesome law which Judge Anderson has followed in the Panama Canal case.

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On the other point in that case, Judge Anderson's decision, like the decision of Judge Blatchford in the New York Sun case thirty-five years ago, is especially valuable. The effort he has frustrated was one to make the District of Columbia a center for the trial of all cases of alleged libel against members of the Federal Government at Washington. Nothing more brazenly despotic for the intimidation of newspapers has ever been attempted in this country under the forms of law. Even the sedition law of John Adams's time, which undertook to suppress free discussion of Federal officials, did not go the length of dragging editors to Washington for trial.

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China has always believed right makes might.—
Wu Ting Fang.

AN IDEAL CHICAGO AND THE COST OF IT.

II. The Project and Its Desirability.

In a preliminary editorial on this general subject (p. 988) we directed attention to the Commercial Club's plans for an Ideal Chicago, promising a consideration of the desirability and feasibility of the plans, regardless of their origin and wholly upon their merits. The present editorial is one of the series in fulfillment of that promise. We purpose here to outline the project itself and to pass judgment upon its desirability.

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The Commercial Club's plans for an Ideal Chicago are presented in an expensive book of 164 quarto pages. It contains 142 artistic illustrations, many of them in colors, and is said to have cost \$80,000 for 1,650 copies.

This volume is so expensive and the edition so small that copies of it have come into but few hands; but the large plans and pictures from which its illustrations were made are on exhibition at the Art Institute, where they may be seen by anybody at the expense of the usual admission fee, which is twenty-five cents on pay days and nothing on Wednesdays, Saturdays, Sundays and holidays.

For a lucid condensation of the book, together with reproductions of some of the illustrations, the reader may turn to an article in a recent issue of "The Survey" of New York, by George E. Hooker, Civic Secretary of the City Club of Chicago. We shall draw freely upon Mr. Hooker's article for our general outline of the project, which comprises five main proposals.

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A territory of 4,000 square miles, stretching away fan-shaped for fifty or sixty miles from the shore of Lake Michigan, is treated in the Commercial Club's plans as in a sense the real Chicago.

By supplying a few missing links in country roadways, it is found that this spacious territory could be traversed by four concentric circuit routes at distances varying from ten to sixty miles from the heart of the city. With existing or proposed radial routes, these circuit routes would establish a comprehensive and ramifying web of communication; and this is accordingly commended to the consideration of the various local authorities within the vast territory, for their cooperation in gradually perfecting it.

In order to protect the area indicated from the helter-skelter operations of "addition" speculators and slam-bang builders, it is proposed that a com-

mission be organized without delay to lay out the portions of this territory that are immediately adjacent to the present city, in such manner as to provide for streets, playgrounds, and public or semi-public buildings, in harmony with the general plan, and to establish appropriate regulations for private building.

With the same object, the outlying towns within the indicated territory are requested to organize public improvement commissions to guide their own internal development in co-operation with one another and with the Chicago commission.

As a means of further linking Chicago to surrounding territory, the co-operation of Michigan, Indiana, Illinois and Wisconsin is solicited for the purpose of extending a shore road along the lower two-thirds of Lake Michigan on each side.

The general diagram which the Commercial Club presents may be traced on any map embracing Illinois, Indiana and Wisconsin by means of the following description: Beginning at Michigan City, Indiana, the boundary line follows the Lake shore westerly and northerly to Kenosha, Wisconsin, running from Kenosha westerly, southerly, easterly and northerly, along roads already existing in part and to be connected where breaks occur, and touching Wilmot (Wisconsin), Woodstock, Marengo, Geneva, DeKalb, Sandwich, Millington, Morris, Wilmington, Kankakee, Momence (Illinois), Shelby, Maysville, La Crosse, Wellsburgh and La Porte (Indiana), and ending at Michigan City (Indiana), where it begins.

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Within this area an expansive system of parks is proposed, suggested by the expectation that in half a century Chicago will have spread over a vast area and have a larger population than any city of the world has today.

It is recommended that there be acquired for park purposes in due course, 60,000 acres of land—about 95 square miles.

Special consideration is given to plans for the parking and other improvement of the twenty-five miles of water front. In general terms these plans contemplate the utilization of city waste—now sufficient to produce 25 acres of “made” land annually—for creating a system of parks, lagoons and islands along this entire shore. The purpose is to provide a great popular pleasure resort, reasonably accessible, where popular cafes may be located, the expanse of the Lake be seen, open air concerts be given, and seasonable land and water sports be enjoyed.

As to transportation to and from this Ideal City the plans treat freight service and passenger service separately.

For freight service, a great warehouse outside the city is proposed as the freight center. It is to be connected by subway with the lines and freight stations of all the railroads, with harbors to be created at the mouths of the Chicago and Calumet rivers, and with the existing down-town subway freight system. This trans-shipment center, unified with all its connections into a single system, is to be operated by a private corporation formed for the purpose of functioning as a common freight-handling mechanism for all the railroads. Four inside freight railway circuits or loops are proposed (subways, in part at least), to be operated for the service of all the railroads in their handling of freight.

For passenger service, the plans contemplate an assembling of the three passenger terminals now in the heart of the city, along with a fourth, at a point about two miles back of the present business district, the four terminal stations to stand side by side; and for the other three existing passenger terminals, it contemplates locations along a north and south line drawn west of the Chicago river. All the railroad terminals are to be touched by the elevated railway loop, which is to be widened so as to surround the enlarged business district that would result from the pushing back of the railway terminals.

A surface traction loop, a passenger subway loop, and a freight subway loop would also touch the railway terminals; and the elevated and surface loops would be extended within themselves by means of subsidiary or interior loops.

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An improved street system is another of the proposals of this project.

A great number of new streets, aggregating perhaps 100 miles in length, and mostly diagonal, are recommended.

Existing streets in the interior of the city, aggregating a mileage almost as great, are selected for widening; the increase of width to vary from 50 to 200 feet.

Two existing streets are designated for axes of the city: Michigan avenue as the north to south axis, and Congress street as the east to west axis. Each is to have differentiated ways, one for halting traffic and travel, the other for through traffic and travel; and each is, of course, to be greatly widened.

Among the proposed improvements in the street

system, as Mr. Hooker describes the plans, are streets converging in greater or less number to form many "round" or "star" points, and a series of five roughly concentric boulevard or parkway circuits, the network as a whole effecting a vast saving of distance in travel and showing what a crude thing a mere rectangular street plan really is.

In connection with the improved street system, the plans indicate the importance of the city's acquiring for future street purposes the lawn sites along what are now important residential streets, so that when these streets pass into business uses this space may be added to the width of the street instead of being choked up with business structures.

The heart of the city is the "civic center." It is to be located at Congress and Halsted streets, which Mr. Hooker describes as "near the center of population, the center of industrial development, and the geographical center of the city." Here are to be assembled the municipal, the county, and the Federal buildings.

At the Lake terminus of Congress street (the broad way extending eastward from the civic center), and at the center of the water front recreation scheme, three monumental public buildings would stand—the Field Museum of Natural Science, the John Crerar Library, and the Art Institute.

Facing each other, therefore, about a mile apart and with a splendid boulevard connecting them, would be those two spectacular and significant groups of buildings; one group of three, standing on the Lake, would represent Science, Letters and Art; the other group of three, standing at the civic center, would represent National, State (the county subdivision) and Municipal administration.

Further describing this feature of the plans, Mr. Hooker says: "It is suggested that the former group, of which the chief member would be the Museum, might be bound together by corridors into one composition. The latter group, dominated by the Municipal building with its gigantic dome, would be separated from the others by the radial arteries, of which ten would converge upon the obelisk in the open square in front. The two axial thoroughfares, Congress street and Michigan avenue, are conceived of as natural sites for fine stores, theaters, hotels and other important structures. This great formal scheme at the heart of town, is counted upon to give attractiveness, dignity and interest to the city, and, in conjunction with the other improvements proposed, to insure its permanent prosperity."

Doubtless these plans for an Ideal Chicago are subject to just criticism. Mr. Hooker hints, indeed, though he merely sketches the salient elements of the plans regardless of their essential merits, at reasons for criticism which are certainly impressive.

It is not our purpose, however, to consider the plans with reference to actual or possible criticisms, further than to emphasize the fact that all criticism must fall into two classes with reference to the authority that should decide.

Criticism of technical details is for experts to pass upon; criticism of what in contradistinction to technical details may be called details of policy, is for the people to pass upon. But prior to the question of details of either class, comes the question of general policy, also a question for the people.

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On this point there seems to us to be no room for discussion.

Surely the city's area for the future should be considered upon a scale as expansive as that which the plans contemplate.

Surely the splendid natural advantages of its water front should be utilized in some such way as they propose.

Surely the city should have a civic center that would be an inspiration to its citizenship as well as an official convenience.

Surely its public utilities should be so extended, intensified and adjusted, as to realize the extremes of common convenience and comfort.

And can any public spirited citizen deny that its thoroughfares should conform to developing needs, its common resorts to educational and recreative demands, or its whole public service and private enterprises to physical and moral health?

Should not beauty go hand in hand with utility, and competent and reasonable supervision regulate the whole in the interest of municipal order and municipal growth?

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ROOSEVELT'S CHOICE EIGHT MONTHS AFTER.

Mr. Taft, as candidate for the Presidency, was practically friendless. The political world was hard and cold to him; the masses of the people, who liked Roosevelt because they largely mistook words for deeds and noise for activity, knew little of Taft and cared less; but he was Roosevelt's choice, and he was forced on a terrorized convention and subsequently elected—chiefly because he