

people reasonable means of defending their rights, but is cumbersome and inefficient as an instrument of government. The thing to be desired is a governmental system which is as efficient as a monarchy and which safeguards popular rights at least as well as a republic. This we have in the commission plan. The important thing is to concentrate authority so as to get efficiency, and to furnish by initiative, referendum and recall a means of popular defense against abuse of that authority.

Mr. White is on his way to the Pacific Coast.

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### The "Sweatbox" Again Condemned.

The judges of the Appellate Court at Chicago are to be congratulated upon having decided a "sweatbox" (p. 987) case in accordance with the law. Their decision is of course a shock to the sensibilities of police officials who know nothing historically of the Anglo-Saxon struggle for liberty and care nothing for American ideals; but it is another indication of a judicial tendency toward government by law and not by men.

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That court decided on the 25th, that a conviction upon the testimony of policemen reciting confessions made to them by prisoners in their custody upon charges of the crime confessed to, is invalid. This is strictly in accordance with elementary principles of law which the police in all our large cities have treated with contempt. From long experience, it was long ago learned that confessions made in those circumstances are not trustworthy. They are influenced by hope or fear, and this deprives them of the voluntary element which is necessary to give value to confessions. A confession obtained under duress is likely to be a false confession, and false confessions are as abhorrent to any well-balanced mind as any other form of false testimony.

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### "White Slavery" in New York.

Whatever may be one's opinions regarding Tammany Hall in general, or the present municipal campaign in New York in particular, there can hardly be two opinions regarding the conclusiveness of Tammany's reply to the attempt of McClure's Magazine for November to influence the election by holding Tammany responsible for the "white slave" traffic in New York. "During the time in which these conditions are alleged to have existed," says the Tammany leader, "George B. McClellan and Seth Low were mayors of New York; William Travers Jerome and Eugene A. Philbin were district attorneys of New York Coun-

ty; Commissioners Bingham, McAdoo, Partridge and Greene were at the head of the police department; and Charles E. Hughes, Frank W. Higgins, Benjamin B. Odell and Theodore Roosevelt were governors of the State." To this list of respectables (all Republicans but one), the fact might be added that the "white slave" traffic flourishes in Chicago under a Republican mayor (elected by the best elements of the party), a Republican prosecutor, and a Republican governor; yet they are not charged especially with responsibility for it. The truth is that public officials, respectable or otherwise, Republicans or Democrats, are not the most culpable in connection with the "white slave" traffic. Traffic in "white slaves" is less criminal than making "white slaves"; and the makers of white slaves are our "good people." They are those smug persons who grow rich by screwing down the wages and screwing up the hours of working women, and by compressing opportunities to work so as to glut the labor market. Their doing this is made possible by laws regarding property which are unfair, larcenous and oppressive, but which they insist upon perpetuating. Every man and woman of wealth unearned, is living in part upon the proceeds of "white slavery." Some of them know it, but do not dislike it enough to abolish it at the cost of their own luxuries.

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## AN IDEAL CHICAGO AND THE COST OF IT.

### III. Obstacles in the Way, Especially the Cost.

We have described the Commercial Club's plans for an Ideal Chicago; and, as we believe every one of public spirit who informs himself must do, have passed favorable judgment upon them (p. 1012), subject of course to such modifications of technical detail as the experts may advise, and of policy detail as the people may demand. Assuming, then, the desirability of the project in its general outlines, we confront the question of its feasibility.

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Why should this project not be taken up at once and in earnest?

Why should the Commercial Club's plans not be brought immediately under public scrutiny and discussion? And why, when approved in technical details by the experts or modified so as to secure expert approval, and approved in details of policy by public opinion ascertained in some reasonable way,—why should not the work of realization begin?

If in general policy and in detail—the project is desirable, why should it languish?

Why should the practical work be indefinitely postponed?

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That the utilitarian and aesthetic ideals are realizable, the plans abundantly testify; that no serious engineering difficulties intervene, the experts assure us; and that differences of opinion as to details, both the politic and the technical, could be readily adjusted is evident from the character of the criticisms and the elasticity of the plans.

Since, then, there are no baffling obstacles in any of those categories, what baffling obstacle can there be except the great cost of the undertaking?

If might be said, of course, that private property interests would stand in the way, and that the necessary legislation would therefore be difficult to get.

Doubtless these interests would interfere. Some of them would interpose objections to the street widening which might sweep away value-increasing thoroughfares; some to the enlargement of the business district, which might lessen site values in congested places; some to the diversion of traffic from accustomed lines and trade from accustomed centers, which might prejudice property values along those lines and in those centers.

But these objections could easily be surmounted by means of fair compensation. Even this obstacle resolves itself into a question of cost.

The great cost, then, is the only baffling obstacle in the way of this grand municipal project, which now awaits the pleasure of the Mayor and his commission.

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Truly the cost would be very great. But is that a serious obstacle to a civic undertaking such as this—an undertaking that would not only confer the highest civic benefits, but would of its own force produce a tremendous addition to the possible municipal income?

Let us see.

The present income of Chicago is indeed insufficient for current expenses; and the limit of the borrowing power of the city has been reached. It is legally impossible, therefore, and ought to continue to be legally impossible, to apply any of the current income or the proceeds of general bonds to this revolutionary municipal enterprise. Nothing more should be done with funds from those sources, in the direction of realizing the project in question, than to adapt their expendi-

ture as closely as practicable to the general plans of the municipal idealization.

But couldn't the expenses be easily met out of the increased ground values which the proposed reconstruction would give to a small class of people, resident and non-resident, who own the site of the proposed Ideal City?

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Henry George? Single tax?

No.

This method for overcoming the only baffling obstacle in the way of realizing an Ideal Chicago, is neither Georgism nor the single tax—not unless every revenue measure that even squints at justice on the moral side or at common sense on the practical, is to be attributed to those "ban-shees" of the land speculators.

Neither is this method a special assessment scheme, to be levied upon property holders in proportion to estimated betterments.

The method we suggest for realizing the Ideal Chicago would not resort to the crude special assessment device, now common and unfair; nor tax all land values, as the single tax proposes; nor appropriate approximately all ground rents, actual and potential, as Henry George contemplated; nor even appropriate the whole increase ("un-earned increment"), as John Stuart Mill advised.

It is not a dream, nor impracticable, nor confiscatory, nor even a reform.

It is a simple square-toed business proposition; a proposition which two business men jointly interested in a piece of property would admit to be eminently fair as between themselves, under circumstances analogous to those of the subject under consideration.

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## EDITORIAL CORRESPONDENCE

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### BALTIMORE'S CONSERVATION OF LAND VALUES.

Baltimore, Oct. 5.

As an outgrowth of opportunity for effecting improvements given by the great fire in Baltimore, an experiment in land tenure is being tried, which is of present interest and may serve as an example for other cities to follow in dealing with like situations.

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In improving one of the important thoroughfares along the Pratt street water front for eight blocks from Light street to East Falls avenue, it became necessary to widen Pratt street into the water and wharf space, requiring for a perfection of the improvement a rearrangement of the docks themselves.