

## RESTRAINT IS CALLED FOR IN CITY PLANNING

(Continued from Page One.)

of their agents, to discharge that responsibility with complete knowledge or infallible wisdom; but it is reasonable that they should use a moderate amount of their collective energy and wealth in deliberate and conscientious effort to meet the responsibility, as well as the available means permit.

"The city planning plan is so large and offers opportunity for such flights of imagination that much self-restraint is called for, yet the consequences of neglect and the rewards of carefully planned work are so large that it is worth of the highest effort. An understanding of the subject includes communication, transportation, water supply, sanitation, public buildings, aesthetics, recreation, housing, the regulation of private property in the public interest and the financial arrangements made necessary by these things. These problems may be grouped for convenience into three relating to: 1. circulation; 2. public buildings and grounds; and 3. private property. The realization of the ideas of city planning call for, as successive steps: A survey of conditions, the framing of a plan, creating the machinery of administration and the execution of the plan.

"Evidence proves that in early times some parts of the great cities were planned with a view to their convenience and beauty, but it is in general true that cities have grown up without any previous planning and to a great extent without large plans of orderly development. The conspicuous instances of disorderly planning of a great city in advances suggest themselves: Washington, which has in part at least been developed in accordance with the original design, and Canberra, the new capital of Australia, as yet in its earlier formative state. Only in rare instances have great cities begun large undertakings of replanning which involve at one time radical changes in the street plan or the abandonment of existing public buildings in order that broad avenues, civic centers and imposing public buildings might appear. The enormous cost, the inertia of public sentiment and the opposition of vested interests have prevented.

### LONDON MISSED BIG CHANCE.

"London missed its great opportunity when, after the great fire, vested interests prevented the rebuilding according to Wren's plans. Likewise, America has

seen similar opportunities lost in Boston, Chicago, San Francisco and Baltimore. Paris and Vienna present the two notable examples of replanning on an elaborate scale.

"As a practical problem today city planning presents two aspects:

"First, in the older parts of cities it is a matter of replanning through the opening of new streets or the demolition of old ones to relieve congestion, the cleaning up of a slum; the creating of park and breathing space in crowded neighborhoods, or determining and preparing the site for a public building. Such projects involve the expenditure of vast sums—the penalty paid for lack of foresight in the past—and the return are usually far-reaching, though without the look ahead to future building. Millions are being spent in our older cities as tribute to lack of planning. New York City has spent in a generation not less than \$400,000,000 in correcting mistakes.

"Second, in the outlying district there is the real work of planning and improvement. Here is the opportunity for a harmonious and considered development which, though too often neglected, may be produced by cooperation between authorities and the intelligent self-interest of proprietors.

### MORE MEANING TO PLANNING NOW.

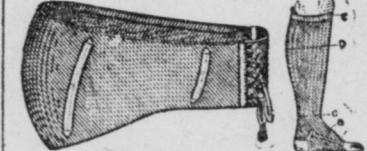
"It is but a short time since the term city planning gained currency. It has, too often, meant nothing more than the 'city beautiful' and seemed to concern itself with the embellishing of a city, and with a show place of the city. The jealous regard for individual rights and vested property interests in this country have made unpopular the innovation of

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sanitary requirements, limitations on height and area of buildings and insistence on the aesthetic rights of the public, while improvements at public expense have been popular which touch no private interest and satisfy the desire for more external adornment. Today city planning is taking on the wider and deeper meaning expressed in the definition of forth above.

After touching on various features of city planning, Mr. Bates takes up the matter of zoning and says that "upon reviewing the objections which may be urged by the city planner to the intensive and offensive uses of private property it will be seen that these objections do not hold equally throughout the city." Each city of sufficient size contains a certain number of fairly well marked districts. There is a business district, one or more industrial districts and residential districts. In larger cities districts might be further differentiated. That which is detrimental in one district may be positively beneficial and necessary in another. This fact has led, in certain cities, to the official recognition of the differentiation of locations by dividing the city into districts and applying to each different regulations with respect to intensive and offensive uses of property. The principle has long been recognized in America in the establishing of "fire limits" in downtown districts wherein, to reduce the fire hazard, building regulations have been made much stringent.

### TAKES UP ZONING IN DISTRICTS.

After touching on the matter of heights of buildings, Mr. Bates deals with the application of the principle of

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### LIVES OF BRITISH IN U.S. IN DANGER

Irish Note Says Reprisals Will Be in 3 to 1 Ratio.

LONDON, Nov. 8.—A threat to kill three Englishmen in the United States for reprisal attack by the British military and troops patrolled the streets to prevent further fighting following the outbreak on Sunday when many persons were wounded at Londonderry and two of them are reported to be dying.

There was considerable shooting during the rioting in the Crumlin Road district of Belfast. Policemen and soldiers charged the crowds with riot sticks. A bullet hit the ring leader, who was found upon one of the ring leaders, who was arrested. Finally armored cars were called out and dispersed the crowd.

The disorders at Londonderry followed the shooting of two policemen. Orange men began parading the streets burning the property of Sinn Feiners. Fire engines, supported by troops, were compelled to turn back while attempting to respond to an alarm from Foyle street.

nor," named in London dispatches as head of an Irish society which would instigate reprisals against Englishmen in America if alleged British reprisals in Ireland did not stop.

Darmond Lynch, secretary of the Friends of Irish Freedom, said he never heard of "O'Connor" or his society.

BELFAST, Nov. 8.—A tense situation prevailed in Belfast and Londonderry to day and troops patrolled the streets to prevent further fighting following the outbreak on Sunday when many persons were wounded at Londonderry and two of them are reported to be dying.

Dr. Little came to the local church the first Sunday in November, 1872, and since that time has been continuously engaged as its pastor. Several meetings were held in the church, and the first sermon given here by Dr. Little was present at the services Sunday. Dr. Little has promised the members of his church that he will remain their pastor for the remainder of his life.

### Wabash Minister in Same Pulpit 48 Years

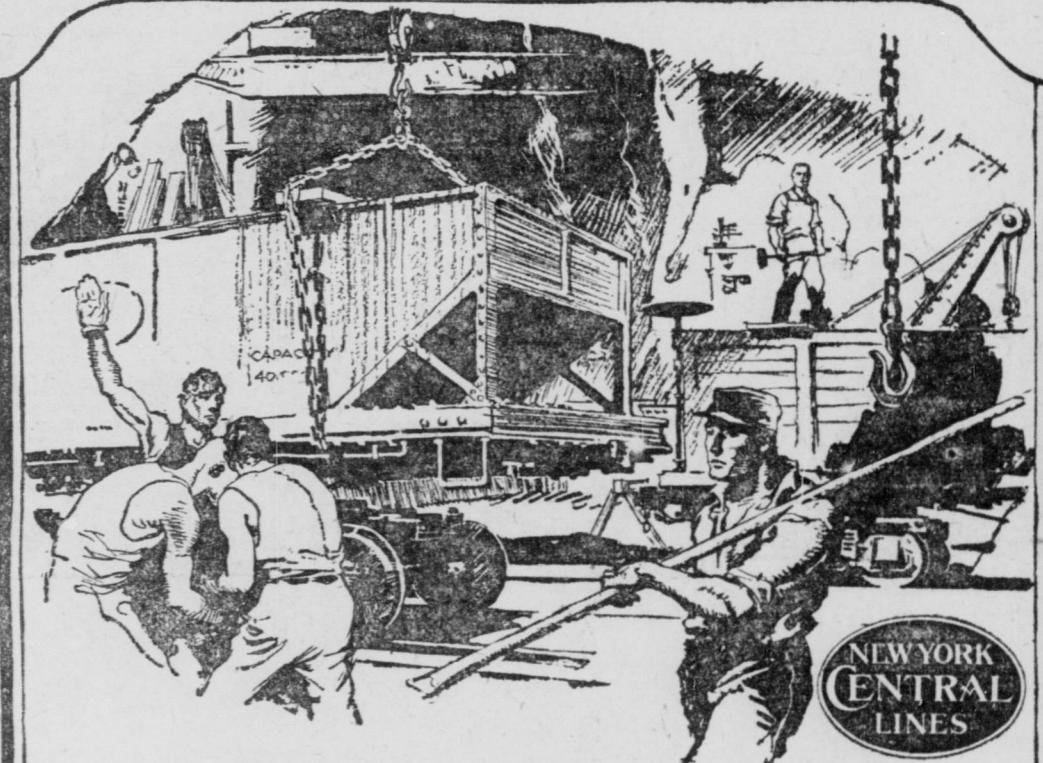
Special to The Times.  
WABASH, Ind., Nov. 8.—The Rev. Dr. Charles Little, 75, pastor of the Wabash Presbyterian Church for the last forty-eight years, delivered his forty-ninth annual sermon here Sunday. He gave a resume of the life of the church, congregation and the city, during the forty-eight years of his pastorate.

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WHEELBARROW BET PAID.

HARTFORD CITY, Ind., Nov. 8.—Another freak election bet was paid off Saturday when John Rhodes, lesser-known Walter Glancy, Hardin's supporter, won the public square in a wheelbarrow.

Hundreds of people cheered as Rhodes accomplished his arduous task.



### Reconstruction

AN indication of the extent of the reconstruction program of the American railroads is found in the fact that the Government turned back to the roads last March approximately 2,230,000 freight-cars of all classes, a large percentage requiring complete rebuilding.

The New York Central system, owning 277,734 freight-cars, or twelve per cent of the total turned back to the roads, has been working under full pressure to restore crippled and unfit rolling-stock to full efficiency. The manner in which the enormous repair program is being pushed through reflects credit upon the American workmen who, in twenty-four different car plants, are engaged on the job.

At these plants a progressive traction system has been adopted whereby the decrepit cars are brought in at one end, the precise repairs chalked on their sides by expert inspectors, and then moved through the long ways of the shops past various crews, each of which performs a given operation.

THE heads of old rivets, of which there are 4,000 in a steel coal car, are burned off with acetylene torches, after which cranes lift and toss aside the parts beyond repair. Other gangs replace needed parts of frame and running gear, and the car emerges at the other end ready for the painters, and then for service.

As old cars are restored, and new equipment added, the facilities for distribution are increased, and the public is benefited. The new freight and passenger rates should result in the establishment of a credit basis that will encourage investments in railroad securities and thus make possible even further improvements in transportation service.

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