

MANY CITIES DO MUCH GOOD BY CITY PLANNING

Chicago First Middle West City to Adopt Idea; Parks, Boulevards Beautify Cities.

By ERNEST SCHRIEBER.

This article, showing to some extent what has been done in many cities, is being taken up by the city planning movement. This will be taken up in several cities to appear from time to time.

City planning is a science and art which has existed since the first city was built, but in late years has been given a new direction and a much more vital purpose. Cities in the past have grown without any definite plan relative to their future. Enormous sums have been wasted in so-called "improvements" to cities, constructed blindly and without regard to any plan for the future, so that they have had to be torn down and replaced later. Nothing in a city tends toward permanency unless there is a city plan looking toward future years, which calls for certain things for certain places and which will be as suitable for them 100 years after.

In olden times the location of a spring of drinking water sometimes caused the location of a city, a cow-path sometimes followed a business street, or the location of a laborer's cottage sometimes caused the deformation of an entire section of a town. Nowadays the cities are beginning to rectify the errors caused by poor planning by their founders. The work is costing millions where it would have cost a few hundreds if done when the city was founded. People are beginning to realize how mistaken in planning a city becomes expensive to rectify later. City planning tends toward permanency of construction, as well as architectural and artistic beauty.

Chicago was one of the first of the middle western cities to adopt the city planning idea. The Chicago Commercial club voted \$85,000 toward the city planning idea in 1909 and later \$100,000 a year for the same purpose. The program for the work was set forth as follows:

1. The widening, extension or opening of 200 miles of streets to create a centralized street system.
2. The formation of a system of radial roads out of and encircling the city in three great circuits.
3. The reclamation of about 1,300 acres of park land from Lake Michigan.
4. The creation of parks and playgrounds in connection with a general park and boulevard system.
5. The rehabilitation of rail and water transportation facilities, the creation of a lake front harbor, nine miles of docks, etc.
6. The creation of 50,000 acres of country playgrounds or forest preserves outside the city limits, but accessible to the citizens.
7. Proper, effective and dignified location of public buildings.
8. The promotion of zoning and housing laws and the adoption of the social, industrial and commercial advantages of Chicago through relief of congestion, facilitation of traffic and safeguarding of the public health by the provision of ample means of recreation for the people.

When the plan was adopted it was called "talk plan or picture plan" and the people ridiculed it as impossible to accomplish. Next it was called "Burnham's plan" and considered feasible if somewhat difficult to accomplish. Later it was named the "commercial club plan" as the hope and work of a body of representative Chicagoans and today it is called the "Chicago plan" as it is possible to accomplish. This was made possible through the work of a group of public-spirited men, the support of a powerful press, the approval of all city authorities and the endorsement of all civic, social and commercial organizations. It was a great propaganda of education along city planning lines for the people and is now taught as a course in the schools of Chicago.

St. Louis was given her idea of a city beautiful at the time of the world's fair in 1904, when the citizens actually saw a model city and the possibilities for its imitation in St. Louis itself. A public building commission was appointed soon after the fair ended, a report was made, large amounts voted for improvements and the city planning work was a reality. The present commission's plan calls for the beautification of the river front, removal of sewage from the river, a belt line railway for present and future industries, arterial streets and boulevards to the heart of the city and a zoning plan.

In Minneapolis, a general treatment of the water front has also been outlined, a business center, civic plaza and radial streets laid out and a magnificent park and boulevard system formed. Much has been done toward the housing of the citizens. In St. Paul a great mall has been laid out to Capitol hill, the streets have been widened and at present steps are being taken to replan the business section.

In Des Moines most of the work done has been along the lines of extension of the boulevard system, river-front improvement and capital extension. The widening of the streets in the business section will follow.

In Denver, the immense civic center, with its court of honor for civic benefactors and open spaces, have attracted national-wide attention, and the parking system, boulevard system and mountain park system are being planned with definite thought for the future.

In Davenport, over \$1,000,000 has been spent on river front reclamation work and various public buildings are planned for the beautiful section of the city. Much land has been reclaimed along the river for parks, as well as industrial buildings.

Veterans of Two Wars Enjoy Swapping Yarns



Veterans of two great wars. William S. Askwith, who fought in the civil war and Harry J. Packard, veteran of the recent world war.

Swapping stories of two great wars is the greatest pleasure of these two veterans. They are William S. Askwith, 702 South Thirty-sixth street, veteran of the civil war, and Harry J. Packard, 3611 Jones street, veteran of the world's great conflict. The subject is "How It Was Accomplished." Many afternoons and evenings, the "vets" get together and relate incidents of the two great wars.

Askwith served four years with Company D, Eleventh Pennsylvania Cavalry. He was wounded in the right leg. Askwith served with the armies of Gen. McClellan in the peninsula campaign and in the bat-

Scribes Discuss Slogans While Platform is Built

Differ on Effect "Crown Prince" Will Have on McAdoo's Chances—"Drafted for Service" Judged Greatest Nominating Speech Ever Made—Praise for Band.

By DOROTHY DIX.

San Francisco, Cal., July 3.—(Special Telegram.)—It takes as long to build a democratic platform as it does to build a house, when the carpenters are union men working by the day, so while we are waiting, we of the press talk of many things. Of the power of a slogan, for one thing.

"Three words," rum, Romanism and rebellion," killed Blaine, but for them he would have been elected president of the United States," said one man, "and I believe this, 'crown prince' epithet, would have the same effect on McAdoo. In two words it visualizes to people a dynasty and a hereditary succession, the very things to which we as a nation are most opposed and at which the eagle squawks the loudest."

"Wrong," replied another, "those who have applied the 'crown prince' stuff to McAdoo have overshot their mark, and it's more likely to help him than to hinder him, because, though politicians have never found it out, the people in the mass are good sports. They enjoy a good political fight, but they want fair play and the rules of the game to be observed."

Remember War Work. "And calling McAdoo names isn't cricket. Crown prince to us at present, at least, means just one thing, and that's a fighting word. It means the spawn of everything we hated most in Germany and about the German autocracy. Now McAdoo did a man's part in the war. Nobody will deny that. He spent himself, body and soul, and accomplished an amount of work that is really phenomenal. The people will remember that, and think they will bitterly resent the injustice of applying to him a title that coming from American lips is the ultimate insult that could be offered him."

"Also I think that the idea that any president can pass the highest office in the gift in the people on to anybody else, whether he is a son, or son-in-law, or what not, will not be a popular one. The voters will resent implication that they are not free and sovereign, it's like telling a henpecked man that he is afraid of his wife, and that will make a jack rabbit spit in a bull-dog's face. No, if I were a republican campaign spell-binder, I should put the soft pedal on the 'crown prince' slogan. It's too liable to become a boomerang that will fly back and annihilate the one who threw it."

Proud of Family. "If I were McAdoo," said a third man, "I'd say call me the 'crown prince' if you like. I'm proud to be worthy to wear the title. Yes, I was a member of Wilson's official family, as I am of my own family. I have been very close to him. I know what his aims were in the days in which the whole world saluted him as the greatest constructive statesman in it. This is my inheritance and if you elect me as president of the United States I shall do my best to carry out, as I have the youth and health and strength to do, and President Wilson had not."

"Well, any way," said a fourth man, comfortably, "if McAdoo is damned by the phrase of 'crown prince,' he is saved by Jenkins' description of him as being 'drafted for service.' These three words constitute the best-nominating speech that was ever made, and they also convey a concrete picture to the popular band. It puts before the people a man who isn't seeking an office, but who is a good soldier, ready

PROMINENT ARMY OFFICER DIES IN ARMY HOSPITAL

Brig. Gen. Wm. L. Marshall, Builder of Ambrose Channel at New York Succumbs.

Washington, July 3.—Brig. Gen. William L. Marshall, retired, discoverer of the Marshall pass across the Rocky mountains and constructor of Ambrose channel in New York harbor, died at an army hospital here last night after a short illness. Funeral services were held today and interment was in Arlington National cemetery.

Born at Washington, Ky., in 1846, General Marshall served as a private of cavalry in the civil war and later was appointed to West Point. He was made chief of army engineers in 1908, and served until his retirement from the army two years later. He was in charge of construction of levees on the Mississippi and of the improvement of a number of rivers in the west and was the inventor of automatic movable dams, lock gates and valves.

Mexican Industries Grown 300 Per Cent Since Diaz Regime

Mexico City, July 3.—During 1919 Mexico exported to the United States \$7,370,307 pounds of copper, valued at \$10,577,393—this out of a total of 126,455,000, the entire importation into the United States, according to a statement issued by the secretary of commerce and industry.

During the same period Mexico received 75,000,000 pounds of copper, valued at \$10,577,393—this out of a total of 126,455,000, the entire importation into the United States, according to a statement issued by the secretary of commerce and industry.

Regular examination of the bank's books on March 3 had shown the institution in apparently good condition.

Two Concerns Scrambled. But the later probe disclosed the interwoven business of the American State bank and the W. C. Wentz & Co.

The Wentz company formed a sort of investment brokerage, operating on farm loans and mortgages. Most of its financial dealings were through the American State bank.

And as the examination of the affairs of the bank by state bank board officials progressed, indications appeared of uncertain financial transactions.

On March 20, Frank Quinn, president of the bank, Mrs. Wentz and Gus Hyers, state agent, came to Omaha on a "tip" that Wentz was in the city.

That Saturday they learned that Wentz had been registered at the Rome hotel as "L. W. Larkins, Denison, Ia."

On arrival at the hotel they were confronted with the news that "Larkins" had checked out but 10 minutes before.

Located After Chase. After an all-night chase, however, Hyers and Quinn tracked Wentz and reported to Aurora that he had with him a grip in which was \$37,500 of the missing securities.

With his wife and President Quinn, Wentz went back to Lincoln and consented to take a rest in a sanitarium there.

Town Wonders How Wentz Spent the Missing \$200,000; Aurora Has Faith in Him

Tangle of Financial Manipulations of Banker Puzzle Neighbors But Still They Believe in Man Accused Of Embarrassment—Hushed Rumors Fill Town But Facts Are Evanescent.

By JOHN B. LONG, JR.

Down in Aurora they still are inclined to believe in him. And all in spite of indictments against him in the district court charging embezzlement and larceny as bailee of a sum which totals nearly \$200,000.

Charles W. Wentz, vice president of the defunct American State bank in Aurora and head of W. C. Wentz & Co., now in the hands of a receiver, is gone again.

Citizens of the thriving town of Aurora are thoroughly puzzled. They admit it. And when asked where the \$200,000 which is alleged to be missing could have gone, they shake their heads.

Wentz's free out on \$10,000 bonds, furnished by T. C. Klumb, an uncle living on a farm south of Aurora.

When he was first taken back from Omaha his bond for preliminary hearing in county court was set at \$10,000, and furnished by Klumb, but Wentz waived the hearing and the bond was reset and renewed by Klumb for Wentz's appearance in district court next September to face these charges of embezzlement and larceny as bailee.

Bright lights? At spasmodic intervals, Wentz would leave Aurora for a week at a time. Ostensibly on business, but no one could ever tell just where he was.

But the private life of Charles W. Wentz was never made common talk in his home town until the crash came.

It Was St. Patrick's Day. And it came on March 17, St. Patrick's day, and James Schoonover, cashier of the American State bank, says the date is branded in his memory forever.

On that day the doors of the bank were closed voluntarily. And Wentz disappeared.

J. E. Hart, secretary of the State Banking board, was called by stockholders in the bank, to investigate a discovery of overdrafts amounting to \$46,000.

With E. W. Brown, state bank examiner, Hart went to Aurora from Lincoln, under charge of the state bank, and the work of checking its affairs began.

Meanwhile, Wentz's whereabouts remained a mystery. He had last been heard from at the Elks' club in Omaha.

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Poring over the books and records of the bank and investment company, alleged peculiar transactions appeared.

These transactions are now specific charges in the indictment secured by the state.

Benjamin Springer, retired Aurora farmer, was a depositor and stockholder in the American State bank.

DESCENDANTS OF PILGRIMS MEET HERE TUESDAY

Plans for Tercentenary Celebration of Landing at Plymouth Rock to Be Made in Omaha.

A meeting of the Nebraska general committee for the observance of the tercentenary celebration of the landing of the Pilgrim Fathers at Plymouth Rock will be held Tuesday afternoon in Hotel Fontenelle from 2 to 4 o'clock. John L. Webster, who issued the call, expects 100 men and women from various towns of the state to attend. Governor McKelvie will attend.

It is expected that definite plans for this state-wide celebration will be outlined at this meeting. It has been proposed that the Omaha observance include a historical float parade in connection with the Ak-Sar-Ben festivities and that patriotic and civic organizations subscribe for the expense of one float.

Following the business session of the committee on Tuesday afternoon, the out-of-town visitors will be given an automobile ride and Mr. Webster will be host at a dinner at the Omaha Country club.

The chairman of the committee is anxious to obtain a complete list of Nebraska descendants from the Pilgrim fathers who came over in the Mayflower.

The list to date follows: Homer White and Mrs. H. E. Oleson, Omaha; Mrs. Frank B. Hollenbeck, Mrs. W. E. Bell, Miss Clara Delano, Crawford Delano, Herman Delano and Mrs. John J. Snipes, Lincoln; Mrs. Charles B. Sperry, North Platte; Mrs. F. S. Gamble, Stanton; Miss Katherine H. Dickerman, Kearney; Mrs. Moore, Gothenburg; Mrs. Temple, Lexington; Miss Alpha Kelsey, Norfolk.

Estimate 7 Autos in U. S. To Every One in England

London, July 3.—There is one motor car to every 120 persons in the population of Great Britain, in comparison with one car to every 16 persons in the United States. This is the estimate of Sir H. P. Maybury, director of the Roads department of the ministry of transport.

According to the estimates furnished by Sir H. P. Maybury there are 750,000 mechanically propelled vehicles in Great Britain, as against 6,146,117 in the United States, according to a census made last year. It is not stated if these figures include motorcycles, but if they do it greatly decreases the number of motor cars in Great Britain, as there are a great number of motorcycles in use here.

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Will Be Closed ALL DAY MONDAY

On Account Celebration

INDEPENDENCE DAY

Sweeping Price Reductions on all Spring and Summer Merchandise in all Departments Tuesday and all week.

It Pays Try HAYDEN'S First It Pays

U. S. ARMY GOODS

O. D. Blankets, Wool, brand new	\$8.75
U. S. Army Commercial Blankets, Renovated	\$5.95
U. S. Marine Blankets, All Wool	\$6.50
Cotton Double Blankets, 72x84, 5 1/2 lbs.	\$5.95
U. S. Army Ballbrigan Shirts and Drawers, each	\$1.95
Ballbrigan Union Suits	\$1.69
Athletic Union Suits	\$1.39
Otis Lisle Weight Union Suits	\$2.15
Light Weight Union Suits	\$2.49
Army Breeches, Khaki, only	\$1.80
Army Breeches, O. D., have been dry cleaned and pressed	\$2.49
Khaki Breeches	\$2.95
Regulation Cuff Leggings	\$2.95
O. D. Wrapped or Spiral Leggings	\$2.25
Leather Puttees, \$10.00 value, only	\$5.50
Shoes—Army Russet Dress Shoes	\$8.95
Officers' Cordo Calfskin Shoes	\$9.75
Shoes—Army Trench or Field Shoes	\$6.95
Black Vici Kid Munsion Army Last Shoes	\$7.50
Heavy Grain Leather Munsion Last Shoes	\$8.95
O. D. Wool Serge Shirts, Brand New	\$5.95
Khaki or Chambray Shirts, Extra Quality, special	\$1.79
Blue Denim Bib Overalls	\$1.95
Heavy Brown Army Denim Overalls	\$2.95
Khaki or Blue Unionalls	\$2.25
Sox—Black Cotton, per dozen pair	\$1.65
Sox—Black Cotton, Extra Quality, per dozen	\$1.95
Tents—16x16, Regulation Squad Tents	\$35.00
Tents—8x8 Navy Wall Tents	\$30.00
Regulation Pun Tents	\$1.75
Barb Wire—4 Point Extra Heavy, per spool	\$2.87
U. S. Guaranteed Outside, per gallon	\$3.25
U. S. Guaranteed Outside, White, per gallon	\$3.50
U. S. Guaranteed Barn Paint, per gallon	\$1.95
Army Canteens with Web Carriers	79c
Army Trench Hatchets	98c
Army Steel Helmets	\$1.25
Tarpaulins, 12x15, U. S. Army Tarp, 12-oz. Duck	\$22.50

THE ASKA ARMY & NAVY SUPPLY CO. 1619 Howard Street