

red, sometimes mixed with various shades of brown and added, if possible, to the tension and horror of the scene.

On reaching the city, it was found to be pervaded with a sultry heat even several blocks from the fire. There was no breeze blowing—not a breath of air except the indraught and eddy currents produced by the conflagration. This is an unusual condition for San Francisco and lasted, I am told, through the first two days of the fire. I know that a light breeze from the west or south of west sprang up late in the night of the nineteenth and was just enough to throw the balance in favor of the fire-fighters who stopped the progress of the flames in the 'western addition' and the 'mission' districts.

R. DEC. WARD

THE SHALER MEMORIAL FUND

At the last meeting of the corporation of Harvard University the treasurer presented the following communication specifying the terms governing the Shaler Memorial Fund, the receipt of a part of which was reported at the meeting of January 14, 1907:

More than 760 alumni of Harvard University unite in giving to the president and fellows of Harvard College the sum of thirty thousand five hundred dollars (\$30,500) to establish a Shaler Memorial Fund in commemoration of the long services of Professor Nathaniel Southgate Shaler and of the great affection in which he was held by his many students and friends.

The subscribers to this fund have left the designation of its use to the undersigned committee; and the committee, after consideration of various projects, concludes that the memorial object of the fund will be best attained—first, by setting aside a sum with which the corporation shall procure a memorial tablet to be put in the geological section of the university museum, or some other suitable place as may be designated by the corporation; and second, by using the income of the balance of the fund for the benefit of the division of geology, in support of original research and in the publication of the results of research, under the following conditions:

The researches here contemplated are to be undertaken by persons nominated by the committee of the division of geology and ap-

pointed by the corporation, whether officers or students of Harvard University or not. The subject and the locality or field of research are to be approved by the division committee, preference being given to studies of an advanced and original character. The sums of money allotted from the income for research are to be determined by the division committee, with the approval of the corporation. The money appropriated for such work from the income of the fund shall be in addition to the salary that would be otherwise paid to the person or persons undertaking it; and any work or journey thus supported in whole or in part shall be carried on under the name 'Shaler Memorial Research' or 'Shaler Memorial Expedition.'

The publications here contemplated are to include the results of original research carried on with the income of the fund, or independently of such aid; but the results must in all cases receive the approval of the division committee as to subject and presentation—though not necessarily as to the conclusions stated—before they are accepted for publication.

All publications thus approved, whether appearing in independent volumes or in some established journal, shall bear the general title, 'Shaler Memorial Series.' The allotment of money for publication shall be determined in the same way as for research.

Beneficiaries under the fund, either as to research or publication, may be invited by the division committee to give one or more public lectures in Cambridge on the results of their studies, under the general title 'Shaler Memorial Lectures,' but no additional payment is to be made for these lectures.

The income of the fund may be allowed to accumulate in case an investigation, expedition, or publication of considerable magnitude is contemplated by the division committee; but it is not desired that such accumulation shall continue beyond a reasonable period of time.

In addition to any future subscriptions that may be added to the fund, such part of the income as shall constitute one per cent. of the principal may be annually added to the prin-

cipal; but action in this regard is left to the discretion of the corporation.

It is wished that the fund shall be administered in accordance with the conditions indicated above, so long as the objects there stated shall be regarded as desirable by the committee of the division of geology; but if the time should come when such objects are no longer held by them to be desirable, the income may be applied to such other objects as the corporation may determine; providing only that it shall be administered as a memorial of Nathaniel Southgate Shaler.

ROBERT WINSOR,

W. M. DAVIS,

EDWARD W. ATKINSON.

Whereupon it was voted that the Shaler Memorial Fund be gratefully accepted upon the terms and for the uses stated in the foregoing communication, and that the president and fellows hereby record their satisfaction in the possession of such an enduring and fruitful memorial of Professor Shaler.

THE INLAND WATERWAYS COMMISSION

PRESIDENT ROOSEVELT has appointed an Inland Waterways Commission whose work will not only be of great importance for public welfare, but is also of considerable scientific interest. The objects of the president in appointing the commission are clearly stated in his letter to those whom he has asked to act upon it. It is as follows:

Numerous commercial organizations of the Mississippi Valley have presented petitions asking that I appoint a commission to prepare and report a comprehensive plan for the improvement and control of the river systems of the United States. I have decided to comply with these requests by appointing an Inland Waterways Commission, and I have asked the following gentlemen to act upon it. I shall be much gratified if you will consent to serve.

Hon. Theo. E. Burton, chairman,
Senator Francis G. Newlands,
Senator William Warner,
Hon. John H. Bankhead,
General Alexander Mackenzie,
Dr. W J McGee,
Mr. F. H. Newell,
Mr. Gifford Pinchot,

Hon. Herbert Knox Smith.

In creating this commission I am influenced by broad considerations of national policy. The control of our navigable waterways lies with the federal government, and carries with it corresponding responsibilities and obligations. The energy of our people has hitherto been largely directed toward industrial development connected with field and forest and with coal and iron, and some of these sources of material and power are already largely depleted; while our inland waterways as a whole have thus far received scant attention. It is becoming clear that our streams should be considered and conserved as great natural resources. Works designed to control our waterways have thus far usually been undertaken for a single purpose, such as the improvement of navigation, the development of power, the irrigation of arid lands, the protection of lowlands from floods, or to supply water for domestic and manufacturing purposes. While the rights of the people to these and similar uses of water must be respected, the time has come for merging local projects and uses of the inland waters in a comprehensive plan designed for the benefit of the entire country. Such a plan should consider and include all the uses to which streams may be put, and should bring together and coordinate the points of view of all users of water. The task involved in the full and orderly development and control of the river systems of the United States is a great one, yet it is certainly not too great for us to approach. The results which it seems to promise are even greater.

It is common knowledge that the railroads of the United States are no longer able to move crops and manufactures rapidly enough to secure the prompt transaction of the business of the nation, and there is small prospect of immediate relief. Representative railroad men point out that the products of the northern interior states have doubled in ten years, while the railroad facilities have increased but one eighth, and it is becoming obvious that no development of the railroads possible in the near future will suffice to keep transportation abreast of production. There appears to be but one remedy—the development of a complementary system of transportation by water. The present congestion affects chiefly the people of the Mississippi Valley, and they demand relief. When the congestion of which they complain is relieved, the whole nation will share the good results.

While rivers are natural resources of the first rank, they are liable to become destructive agencies as well, endangering life and property, and