

Mr. Charles McDonald, American Society of Civil Engineers, New York.

Mr. Murdo Mackenzie, Colorado.

Mr. Frank C. Goudy, Colorado.

Mr. George W. Woodruff, *Secretary*.

Minerals

Hon. John Dalzell, Pennsylvania, *Chairman*.

Senator Joseph M. Dixon, Montana.

Senator Frank P. Flint, California.

Senator Lee S. Overman, North Carolina.

Hon. Philo Hall, South Dakota.

Hon. James L. Slayden, Texas.

Mr. Andrew Carnegie, New York.

Prof. Charles R. Van Hise, Wisconsin.

Mr. John Mitchell, Illinois.

Mr. John Hays Hammond, Massachusetts.

Dr. Irving Fisher, Yale University, Connecticut.

Mr. Joseph A. Holmes, Geological Survey, *Secretary*.

Executive Committee

Mr. Gifford Pinchot, *Chairman*.

Hon. Theodore E. Burton.

Senator Reed Smoot.

Senator Knute Nelson.

Hon. John Dalzell.

Mr. W. J. McGee.

Mr. Overton W. Price.

Mr. G. W. Woodruff.

Mr. Joseph A. Holmes.

One of the principal objects of the Federal Commission on the Conservation of Natural Resources will be to cooperate with corresponding commissions or other agencies appointed on behalf of the States, and it is hoped that the Governors and their appointees will join with the Federal Commission in working out and developing a plan whereby the needs of the Nation as a whole and of each State and Territory may be equitably met.

The work of the Commission should be conditioned upon keeping ever in mind the great fact that the life of the Nation depends absolutely on the material resources, which have already made the Nation great. Our object is to conserve the foundations of our prosperity. We intend to use these resources; but to so use them as to conserve them. No effort should be made to limit the wise and proper development and application of these resources; every effort should be made to prevent destruction, to reduce waste, and to distribute the enjoyment of our natural wealth in such a way as to promote the greatest good of the greatest number for the longest time.

The Commission must keep in mind the further fact that all the natural resources are so related that their use may be, and should be, coordinated. Thus, the development of water transportation, which requires less iron and less coal than rail

transportation, will reduce the draft on mineral resources; the judicious development of forests will not only supply fuel and structural material, but increase the navigability of streams, and so promote water transportation; and the control of streams will reduce soil erosion, and permit American farms to increase in fertility and productiveness and so continue to feed the country and maintain a healthy and beneficial foreign commerce. The proper coordination of the use of our resources is a prime requisite for continued national prosperity.

The recent Conference of Governors, of the men who are the direct sponsors for the well-being of the States, was notable in many respects; in none more than in this, that the dignity, the autonomy, and yet the interdependence and mutual dependence of the several States were all emphasized and brought into clear relief, as rarely before in our history. There is no break between the interests of State and Nation, these interests are essentially one. Hearty cooperation between the State and the National agencies is essential to the permanent welfare of the people. You, on behalf of the Federal Government, will do your part to bring about this cooperation.

In order to make available to the National Conservation Commission all the information and assistance which it may desire from the Federal Departments, I shall issue an Executive order, directing them to give such help as the Commission may need.

The next session of Congress will end on March 4, 1909. Accordingly, I should be glad to have at least a preliminary report from the Commission not later than January 1 of next year.

Sincerely yours,

(Signed) THEODORE ROOSEVELT

THE INLAND WATERWAYS COMMISSION

ON June 5, 1908, the President reappointed the Inland Waterways Commission, with an increase in number and such extension of function as to authorize the correlation of the administrative Departments and Bureaus of the Federal Government in so far as their work is connected with waterways. The letter of appointment, addressed to the Chairman, Hon. Theodore E. Burton of Ohio, follows:

June 5, 1908.

The Inland Waterways Commission was appointed on March 14, 1907. It was appointed to meet the strongly expressed and reasonable demands of

the people. Commercial organizations throughout the Mississippi Valley and elsewhere demanded then and still demand such improvement of waterways and development of navigation as will prevent traffic congestion and develop commerce. It is an unpleasant fact that although the Federal Government has in the last half-century spent more than a third of a billion dollars in waterway improvement, and although the demand for transportation has steadily increased, navigation on our rivers has not only not increased, but has actually greatly diminished. The method hitherto pursued has been thoroughly ineffective; money has been spent freely for improving navigation, but river navigation at least has not been improved; and there is a just and reasonable demand on the part of the people for the improvement of navigation in our rivers in some way which will yield practical results. It was for such reasons as these that the Commission of which you are Chairman was requested to consider and recommend a general plan of waterway improvement giving reasonable promise of effectiveness.

The preliminary report of the Inland Waterways Commission was excellent in every way. It outlines a general plan of waterway improvement which when adopted will give assurance that the improvements will yield practical results in the way of increased navigation and water transportation. In every essential feature the plan recommended by the Commission is new. In the principle of coordinating all uses of the waters and treating each waterway system as a unit; in the principle of correlating water traffic with rail and other land traffic; in the principle of expert initiation of projects in accordance with commercial foresight and the needs of a growing country; and in the principle of cooperation between States and the Federal Government in the administration and use of waterways, etc.; the general plan proposed by the Commission is new, and at the same time sane and simple. The plan deserves unqualified support. I regret that it has not yet been adopted by Congress, but I am confident that ultimately it will be adopted.

Pending further opportunity for action by Congress, the work of the Commission should be continued with the view of still further perfecting the general plan by additional investigations and by ascertaining definitely and specifically why the methods hitherto pursued have failed. To this end I ask that the present members of the Waterways Commission continue their most commendable public service. I am asking three

others to join them, namely: Senator William B. Allison, of Iowa; Hon. Joseph E. Ransdell, of Louisiana, a member of the Rivers and Harbors Committee of the House of Representatives and President of the National Rivers and Harbors Congress; and Professor George F. Swain, of the Massachusetts Institute of Technology, a recognized authority on water power. When a Chief of Engineers is appointed to succeed General Alexander Mackenzie, retired, I shall also designate him a member, in lieu of General Mackenzie, whose retirement relieves him of further duty on the Commission. The Commission will thus be increased from nine members to twelve.

In order to facilitate the work of the Commission, I shall shortly issue an Executive order along the lines suggested by your findings and recommendations, directing the Executive Departments to give the Commission access to their records and all necessary and practicable assistance in securing information for submission to the President and to Congress.

An indirect but useful result of the work of the Commission was the recent Conference of Governors on the Conservation of our Natural Resources, held in the White House May 13-15. I take great pleasure in repeating my public expression of indebtedness and my congratulations to the Commission for their signal public service in connection with this great Conference; it was an event which is likely to exert a profound and lasting influence on the development and history of our country.

Copies of this letter are being sent to each of the twelve members of the Inland Waterways Commission.

Sincerely yours,

(Signed) THEODORE ROOSEVELT

Hon. Theodore E. Burton, Chairman,
Inland Waterways Commission.

THE HANOVER MEETING OF THE AMERICAN ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE

From the preliminary announcement of the special summer meeting of the American Association, to be held at Hanover, N. H., from June 29 to July 3, distributed with the issue of SCIENCE for May 29, we repeat the following details:

The first general session will be held in Dartmouth Hall at 8 P.M., on Monday, the twenty-ninth. The registration will be open