

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.

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*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

at the office of the permanent secretary at College Hall from 10 A.M. on that day.

The American Physical Society and the Geological Society of America meet on June 30 and on July 1 in affiliation with the corresponding sections of the association. On the evenings of these days there will be lectures on "The Spoliation of Niagara," and on "The American Bison."

On July 2 there will be an excursion to the Blue Mountain Forest Park, stocked with buffalo, moose and other game by the late Mr. Austin Corbin. Elaborate and interesting excursions, both preceding and following the meeting, have been arranged by the Section of Geology and Geography.

Professor Robert Fletcher is chairman and Professor H. H. Horn, secretary, of the local committee. The official headquarters and social rendezvous will be in College Hall. The hotel headquarters will be in Hanover Inn, and room accommodations will be provided in the dormitories, with meals in the large dining-room of College Hall.

Most of the railways have offered a rate of a fare and a third on the certificate plan.

#### SCIENTIFIC NOTES AND NEWS

COLONEL W. C. GORGAS, eminent for his work on yellow fever at Havana and as chief sanitary officer of the Isthmian Canal Zone, has been elected president of the American Medical Association.

At the University of Maine, the degree of doctor of laws was conferred on Dr. A. A. Noyes, acting president of the Massachusetts Institute of Technology, and on M. C. Fernald, for forty years connected with the university, formerly as president, who retired this year from the professorship of philosophy. The degree of doctor of science was conferred on L. H. Merrill, professor of biological and agricultural chemistry and on J. N. Hart, professor of mathematics and astronomy and dean.

THE University of Liverpool has conferred its doctorate of science on Mr. Francis Darwin and Professor J. L. Todd, and its doctorate of engineering on the Hon. C. A. Parsons.

THE gold Karl Ritter medal of the Berlin Geographical Society has been conferred on Professor Hermann Wagner, of Göttingen.

PROFESSOR J. E. SINCLAIR, for the past thirty-nine years professor of mathematics at the Worcester Polytechnic Institute, has retired under the terms of the Carnegie Foundation.

DR. GEORGE I. ADAMS, formerly in the U. S. Geological Survey and lately with the Corps of Engineers of Mines of Peru, has been appointed geologist in the Bureau of Mines of the Philippine Islands and will sail from San Francisco on the *Mongolia* on June 30. His address will be Bureau of Mines, Manila, P. I.

DR. PÉROT has been appointed physicist in the Astrophysical Observatory at Meudon.

DR. ARTHUR BÖHM has been appointed chemist in the Geological Bureau at Berlin.

PROFESSORS BANG and Fibiger, of the University of Copenhagen, and Dr. Roerdam, a noted military surgeon, have been appointed delegates from Denmark to the tuberculosis congress to be held in Washington in September.

PROFESSOR CHARLES SCHUCHERT, curator of the geological collection in Peabody Museum, Yale University, started on May 30 on an exploring and collecting excursion for invertebrate fossils to Anticosti Island. Anticosti is an island 150 miles long by fifty miles wide, lying at the mouth of the St. Lawrence River, about twenty miles off the Labrador coast.

DR. GEORGE P. MERRILL, head of the department of geology of the United States National Museum, has returned from Meteor, Arizona, where he went several weeks ago for the Smithsonian Institution to make additional studies of a peculiar crater-form depression in the plain, about three quarters of a mile across and nearly six hundred feet deep. Dr. Merrill witnessed the boring of wells reaching a depth of 842 feet below the bottom of the depression. These and other studies have tended to confirm the conclusion, reached by him last year, that the crater was caused by a meteor.