

# SCIENCE

VOL. 100

FRIDAY, AUGUST 25, 1944

No. 2591

*The American Association for the Advancement of Science:*

*The Cleveland Meeting:* DR. F. R. MOULTON ..... 157

*Deciduous Forest Man and the Grassland Fauna:*  
PROFESSOR V. E. SHELFORD ..... 160

*Obituary:*

*Roy E. Dickerson:* H. W. STRALEY, III. *Recent Deaths* ..... 162

*Scientific Events:*

*A National Chemical Laboratory for India; Report on Post-War Education of the British Association for the Advancement of Science; Post-War Construction Plans of the University of California; The Medical History of the War* ..... 163

*Scientific Notes and News* ..... 165

*Discussion:*

*Uniparentalism in the Hymenoptera and Its Relation to Polyploidy:* DR. STANLEY E. FLANDERS. *Differentiation of the Lateral Motor Column in the Avian Spinal Cord:* DR. E. D. BUEKER. *Snow Melting and Evaporation:* A. R. CROFT ..... 168

*Scientific Books:*

*Vertebrate Photoreceptors:* DR. L. B. AREY. *Radiology:* DR. G. C. HENNY ..... 170

*Special Articles:*

*Inhibition of Growth of Mycobacterium Tuberculosis by a Mold:* DR. D. K. MILLER and DR. ALBERT C. REKATE. *Iodination of Insulin:* DR. DONALD E. BOWMAN. *Tracer Studies with Radioactive Sodium in Patients with Peripheral Vascular Disease:* DR. EDITH H. QUIMBY and DR. BEVERLY C. SMITH ..... 172

*Scientific Apparatus and Laboratory Methods:*

*A Dry Ice Freezing Unit for Rotary Microtomes:* DR. MARK NICKERSON. *A Drop Method of Penicillin Production:* SARA ALICIA SCUDDER ..... 177

*Science News* ..... 10

SCIENCE: A Weekly Journal devoted to the Advancement of Science. Editorial communications should be sent to the editors of SCIENCE, Lancaster, Pa. Published every Friday by

## THE SCIENCE PRESS

Lancaster, Pennsylvania

Annual Subscription, \$6.00      Single Copies, 15 Cts.

SCIENCE is the official organ of the American Association for the Advancement of Science. Information regarding membership in the Association may be secured from the office of the permanent secretary in the Smithsonian Institution Building, Washington 25, D. C.

## THE AMERICAN ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE

### THE CLEVELAND MEETING

By Dr. F. R. MOULTON

PERMANENT SECRETARY

In November, 1942, shortly after the Allied forces had landed in Africa, the association canceled the meeting that had been scheduled to be held in New York during the last days of December and the first days of January. At the time the New York meeting was canceled the program was being set in type and the association had spent more than \$3,000 in preparation for it.

The postponement of the New York meeting was made in compliance with a circular letter received from the Office of Defense Transportation and requests made at a conference with its representatives. Although the ODT had no power to compel the cancellation of the meeting, the officers of the association felt it to be their duty to comply with the request of

an agency of the Government under the conditions that then existed. In continuation of that policy no meeting was scheduled for 1943. In a second "release," dated July 15, 1943, the ODT stated: "Each organization must make its own independent decisions. The Office of Defense Transportation cannot pass upon the essentiality of any proposed meeting. It can only emphasize the serious burdens which convention and group-meeting travel imposes on transportation and request voluntary action by those who have it in their power to eliminate such travel." The association had long before decided to hold no meeting during 1943.

Although the association and the affiliated societies that usually meet with it uncomplainingly refrained

from holding meetings in 1942 and 1943, it was realized clearly that in doing so the advancement of science was being retarded, especially in those fields which were not of great direct importance in the war efforts of this country. In order to consider jointly what policies would be most advantageous to our country and to science, the association organized and underwrote the expenses of a conference of secretaries of the sections and of the affiliated societies in New York City on September 25, 1943. This conference, attended by 17 secretaries and officers of the association, was limited, in order to reduce railway travel, to those living within easy reach of New York. The only action of this very successful meeting relevant to the matter now under discussion was the unanimous passing of a resolution opposed to the holding of a national meeting of the association and its affiliated societies during the war period. This action was reported in the November, 1943, issue of the *A.A.A.S. Bulletin*, p. 83.

A week later a similar conference of the secretaries living in the Middle West was held in Chicago. This conference was attended by 22 persons, five more than the one held in New York, and it had four more representatives of the biological fields. This conference also was regarded as highly beneficial by all attending it. In one respect the decisions reached at the Chicago conference differed sharply from those of the New York group. The ten representatives of the biological societies, including the secretaries of both the sections on the zoological sciences and the botanical sciences, and also the secretary of the American Society of Zoologists, at a group meeting after the luncheon, unanimously adopted the following "suggestion," after having been informed of the resolution, mentioned above, that had been passed at the New York conference:

In view of the importance of maintaining scientific work in America, not only for its contribution to the successful prosecution of the war, but also to prepare for its postwar development and to help insure that the scientific work of this country retain its position in the world field, and believing that national meetings contribute in no small degree to such purposes, we suggest that the A.A.A.S. sponsor a meeting of sections F (zoological sciences) and G (botanical sciences) and their affiliated societies some time in 1944, subject to limitations of travel.

It will be recalled that the Allied countries made important progress toward victory during 1943 and the early months of 1944. The Russians had conducted tremendously effective campaigns against the Germans. The German armies had been thrown out of Africa and Sicily. The Fascists had collapsed in Italy. Extraordinary progress had been made against the Japanese. German cities were being reduced to

ruins by British and American air forces, and vast armies were being assembled to invade continental Europe. Victory for the Allied Nations within a year seemed assured.

At a meeting held on February 6, 1944, the Executive Committee of the association considered the advisability of holding a general meeting during the year, as recommended by the biologists at the Chicago conference. So many different organizations cooperate in the great meetings of the association that many months are required for their preparation. Consequently if a general meeting of the association and its affiliated societies were to be held in 1944 it would be necessary to reach a decision at that meeting of the Executive Committee. If a general meeting were not to be held in 1944, one could not be held until late in 1945, presumably a considerable period after the close of the European phase of the war. After carefully surveying the situation and considering the great importance of reestablishing the normal course of science, the Executive Committee on last February 6 unanimously authorized the holding of a general meeting of the association in cooperation with its affiliated societies in 1944 at a time and place to be determined by the office of the permanent secretary.

Immediately after the decision was made to hold a meeting in 1944, conferences of the secretaries of the sections of the association and of the secretaries of the affiliated societies were organized and held to make plans for it, those living in the Middle West attending the Chicago Conference and those living in the East attending the New York Conference. Dr. Carlson, president of the association, attended both of these conferences, and several other members of the Executive Committee were present at each of them. These conferences were so successful that it was decided to hold similar ones yearly in the future for the purpose of formulating cooperative plans for advancing science and human welfare.

In the latter part of this past June a circular letter was received from ODT, asking that all organizations whose meetings or conventions are not definitely and urgently war-connected be canceled for 1944. The opening paragraph of this circular letter is as follows:

The recent invasion of Western Europe has placed a new emphasis on the urgent need for conservation of all possible travel facilities in this country for the use of military and essential war-connected traffic. Added to the already heavy burden of transporting men and munitions of war, the carriers will soon be faced with the problem of transporting comfortably and quickly, from ocean ports to military hospitals, our wounded Service personnel, who will be evacuated from the theaters of war. This will be done, even if it requires the cancellation of entire regular trains, cars, or individual sleeping car space previously reserved.

The paragraph quoted can not fail to arrest the attention of every scientist, for scientists have given unflinching support to the war efforts of our country. However, scientists are interested in the basic facts on which conclusions are based. As will be shown, the capacities of American railroads for carrying both freight and passenger traffic are strained to the limit. In the first place, the railroads not only had to struggle under the continuous depression from 1930 to 1940, but they were subject to steadily increasing competition from automobiles, trucks and airplanes. The result was that by 1940 the number of railroads in receivership had risen to 103, with only 38 per cent. paying any dividends. In the interval from 1930 the number of locomotives in service had decreased from 60,000 to 44,000, the number of freight cars from 2,300,000 to 1,700,000, and the number of passenger cars from 54,000 to 38,000. Ordinarily new railroad equipment can be obtained to meet increasing demands, but the requirements of our war efforts for steel and manpower made it impossible to replace even all that had to be retired. Even in the low-depression year 1937 the railroads put into service 91,000 new freight cars (105,000 retired), but in the first four months of this year only 10,000 have been put into service in the United States. The difficulties of the railroads have been increased by the shipment of locomotives and freight cars for use near various war fronts, together with great quantities of necessary auxiliary equipment.

In connection with the Cleveland meeting scientists are interested, of course, only in passenger travel, but the burdens on the railroads are due both to freight traffic and passenger travel. To be critical of the railroads for inconveniences in passenger travel would be wholly unjustified because they have served the country with extraordinary efficiency under exceedingly difficult conditions. But to return to passenger traffic, and to only the railroads in the Eastern District, because they will be involved primarily in transporting our wounded from the European war front, referred to in the ODT circular letter quoted above, the average daily number of passengers carried in 1941 was 960,000. In 1942 the average daily number had risen to 1,130,000, and to 1,640,000 in 1943, an increase of 680,000 per day on eastern railroads in two years.

A relevant question is whether this great increase in travel is due to travel of our armed forces or to civilian travel. Precise figures on this point are not available, but it is clear that the recent increases in railroad travel can not be due largely to our armed forces for the simple reason that even if their numbers in the Eastern District alone have increased by 3,000,000 in two years, and if they have traveled by railroad once every ten days, still the average increase

in travel per day would be only 300,000, leaving an increase of 380,000 to be accounted for only by civilian travel.

The conclusion appears to be inescapable that the congestion on railroad passenger trains is largely due to great increases in civilian travel, as might be expected when there is much more money in circulation than ever before and when savings accounts are far above any previous level. With money flowing freely the general public is traveling extensively, of necessity largely by train. In comparison with other civilian travel, that of scientists is extremely small. Hence the real question is whether scientists are justified in attending scientific meetings in competition with other civilian travel and at considerable personal discomfort, even though by doing so they add a little to the burdens of overloaded railroads. Certainly by doing so they will not interfere with transportation of wounded men from our battle fields nor in transporting our armed forces over seas. They will, however, go contrary to the requests of the ODT, though the ODT in the paragraph previously quoted, appeared to leave the decision to the conscience of the individual. The difficulties of the railroads, so far as passenger traffic is concerned, are due of course to the simple fact that there is no easy method of controlling the civilian public from traveling to visit friends and for pleasure.

All these questions were considered by the members of the Executive Committee immediately after the June circular letter from ODT, several of whom are devoting their full time to our war efforts and are compelled to travel a great deal in connection with their war work. With one exception they voted to go ahead with the Cleveland meeting in spite of the inconveniences and hardships of travel. In fact, they went further and said that scientists owe it to our civilization to keep the torch of science aloft, whether or not it is concerned directly with the war, in these critical days of the world's history. This is the attitude of men who have asked nothing for themselves during this war period, and who now ask for nothing except the privilege of serving their country in an even broader way. It would be of no avail if the Allied Nations should win the war and not build a much better future. It is for the purpose of protecting this future that the association will meet in Cleveland in September, instead of deferring its meeting to some uncertain time after the close of the war.

It may well be that the consciences of some scientists will not permit of their traveling to Cleveland at the present time. If that is their decision, it is one which all good men will fully respect, and welcome their participation again in scientific meetings when conditions will present no barrier to their attending them. The very spirit of science guarantees such freedom of conscience, and no scientist will question it.