

TRANSACTIONS

1948 National Safety Congress

Volume 1

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NATIONAL SAFETY COUNCIL

20 NORTH WACKER DRIVE

CHICAGO, ILL.

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NATIONAL SAFETY COUNCIL

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What's New...

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In safety, as in all other human activities, the question is repeatedly asked, "What's new?"

Many answers to that question are given every year by those who participate in the various sessions of the National Safety Congress. Many new methods, devices, and ideas which later became generally accepted first were presented at a Congress session.

Because of this fact, safety leaders throughout the nation have always found the Transactions of the Congress a valuable tool in their accident prevention programs. Publication of the Transactions in small volumes—one for each Section or Division—permits wide distribution of pertinent portions of the Congress material to key individuals at small cost.

The 34 volumes of the 1948 Congress Transactions are listed on the last page. Distribution of these volumes to key personnel is suggested as a valuable aid in the safety program.

In preparing these Transactions the proceedings of the Congress have been condensed and edited for reference purposes. Complete original manuscripts, with any charts or illustrations which were used, are available in National Safety Council files. Views expressed at the Congress or in this record are those of the Congress participants, and not necessarily those of the National Safety Council.

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Annual Council Meeting

The 1948 Annual Council Meeting of the National Safety Council was held in the Grand Ballroom of the Stevens Hotel, Chicago, on October 18, with Mr. Ned H. Dearborn, President, presiding.

Following the singing of the National Anthem, President Dearborn announced a quorum present, in person or by proxy. It was voted to dispense with the calling of the roll; also to dispense with the reading of the minutes of the previous Annual Meeting.

President Dearborn called for the report of the Nominating Committee, which consisted of the following members: Theo Brown, Chairman, J. I. Banash, L. J. Benson, W. F. Brown, Dr. B. L. Corbett, Wallace Falvey, and Theodore S. Repplier.

Mr. Brown reported in behalf of the Nominating Committee, pointing out that the Constitution authorizes the Committee to name candidates for election to the Trustees, to the Board of Directors, and to all offices except the office of Executive Vice-President. The selections of the Committee, Mr. Brown stated, were reported to the Secretary of the Council more than seventy-five days before this meeting and were properly announced to all members of the Council on August 10, 1948.

Mr. Brown then presented as the nominees for Trustees of the Council, to be elected for a three-year term; Melvin H. Baker, Cason J. Callaway, Howard Coonley, Frederick C. Crawford, Richard R. Denpre, Gustav Metzner, Benjamin O'Shea, Thomas I. Parkinson, Robert C. Stanley, C. E. Wilson, and Charles Deere Wiman. (Secretary's Note: A complete list of the Trustees, including those elected at this meeting, as well as those continuing in office from previous elections, is given on pages 4 and 5 of this volume.)

Mr. Brown presented the nominations for Directors. In doing so, he explained that Frank P. Fenton, whose name had been in-

cluded in the slate of Directors sent to the membership on August 10, had since died. (Secretary's Note: The complete list of the new Board of Directors will be found on pages 6, 7, and 8, of this volume. This list includes those nominated by Mr. Brown, plus Mr. Ivan L. Willis, who was elected to the Board at a meeting of the Board held October 19, 1948)

Mr. Brown presented nominees for Officers of the Council. In doing so, he expressed the Council's appreciation to two men who are retiring from their offices this year, namely, Cleo F. Craig, Chairman of the Board, and Earl Hall, Vice-President for Public Information. (Secretary's Note: A list of the newly elected officers will be found on page 3 of this volume.)

There were no nominations except those presented by Mr. Brown, and the Secretary announced that the entire proxy vote, numbering 7,942, was cast in favor of the nominees proposed by the Nominating Committee. Those at the meeting also voted without dissent in favor of the nominations presented. President Dearborn thereupon declared the election of those proposed by the Nominating Committee, and introduced those Officers who were seated at the Speakers' Table.

Mr. Dearborn announced that the 1949 National Safety Congress would be held in Chicago, October 24 to 28.

The remainder of the program consisted of a report by the Council's Vice-President for Finance, O. Gressens, Vice-President and Comptroller of the Commonwealth Edison Company, Chicago; an address entitled "National Recognition of the Safety Movement," by the Honorable Clifford Davis, Member of the United States House of Representatives from Tennessee; an address entitled "Chill the Thrill in Reckless Driving," by Mrs. Reva Beck Bosbone, Judge of the City Court of Salt Lake City; an address entitled "Safety in Business and Business in Safety," by James Tanham, Chairman-elect of the

Annual Council Meeting

Council's Board of Directors and Vice-President for Industrial and Public Relations of the Texas Company; and the report of the President, Ned H. Dearborn, entitled "What Now and What Next?" These addresses are included as a part of these Transactions, immediately following.

(Secretary's Note: Mr. Grossens report was read in his absence, by Leslie J. Sorenson, the Council's Vice-President for Traffic and Transportation, and City Traffic Engineer of Chicago.)

R. L. Foster
Secretary

Last year I presented "Murderous Beliefs" which were hampering accident prevention.

These erroneous concepts in memory are (1) "The Year's Up Averages," (2) "The Spirit of Act of God" concepts.

I have just come in with information which ends the tragic extent to "Murderous Beliefs," and our concepts, have movement.

This new information may have been in the air in the important discovery by the American Medical Association.

Fatal accidents in the past cut more years from the life of the people of America than any one natural cause—heart disease—all the dread as the greatest and most of the productive life.

Up to this time, the American Medical Association Safety Council and others have been confined to terms on this basis, heart disease surpassed accidents.

But this year the Association devised a method of comparing the relative damage in terms of the workman. And on this basis, heart disease first place. Furthermore, second place as the cause.

This discovery pre-organized safety work can we shuck off the table. Neither can alibis that come to mind not accepting this change.

What Now and What Next?

By NED H. DEARBORN
President, National Safety Council

Last year I presented a list of "Six Murderous Beliefs" which I suggested were hampering accident prevention.

These erroneous concepts, to refresh your memory, are (1) "The Other Fellow," (2) "Your Number's Up," (3) "The Law of Averages," (4) "The Price of Progress," (5) "The Spirit of '76," and (6) "The Act of God" concepts.

I have just come into possession of some information which emphasizes dramatically the tragic extent to which these "Six Murderous Beliefs," and possibly other erroneous concepts, have hampered the safety movement.

This new information, which you also may have seen in the newspapers and heard on the air in the last three days, is an important discovery by the Bureau of Medical Economic Research of the American Medical Association. This is what it is:

Fatal accidents in the United States now cut more years from the working lifetimes of the people of America than do deaths of any one natural cause! Accidents have outdistanced heart disease, cancer, tuberculosis—all the dread killers of all times—as the greatest and most vicious murderer of the productive life of our people!

Up to this time, research done by the American Medical Association, the National Safety Council and other organizations has been confined to terms of fatalities. And on this basis, heart disease and cancer have surpassed accidents as killers of mankind.

But this year the American Medical Association devised a new standard of comparing the relative damage of these killers in terms of the working lifetimes of people. And on this basis, accidents sprang into first place. Furthermore accidents are in second place as the cause of life years lost.

This discovery presents a challenge to organized safety we cannot ignore. Neither can we shrug off the human toll as inevitable. Neither can we use the natural alibis that come to mind as a reason for not accepting this challenge.

Following the National Health Assembly this year in Washington, D. C., the Federal Security Administration made a report to the President. In this report a section is entitled, Unfinished Business of National Health. The first item listed is accidents. In another part of the report it is stated that "Of 100,000 deaths yearly from accidents, the fuller use of safety measures and better education should permit us to save perhaps 40,000."

No, the plain fact stares us in the face that—regardless of the "Six Murderous Beliefs" or any other reasons we may bring forth—the science of accident prevention has failed to keep pace with the science of medicine.

Are we going to take this lying down? Or are we going out of this Congress and return to our jobs with the determination to do everything in our power to help organize and mobilize the forces of safety throughout the nation for an all-out effort to do in the field of accident prevention what has been done and is being done in the field of medical science?

The issue before us today is just this simple! If we are content to let accidents remain as the No. 1 Killer in the nation insofar as our future productivity is concerned, then let's say so and reconcile ourselves to the fact. I for one refuse to believe that the safety movement will for one moment surrender to the defeatist attitude that we are doing all we can about safety, and that nothing more can be done!

Let us, of course, be practical about the whole thing. And the practicalities are that there are certain intangible blocks in the way of accident prevention that do not exist in other fields of welfare or health.

I am thinking, for example, of the natural human impulse to become excited if something goes wrong with us physically. This is something we can understand. Something is wrong with us. We have a pain or an ailment, and we are physically uncomfortable. So we do the natural thing and seek immediate help. To make this help

effective, we are perfectly willing to cooperate to the best of our ability, even to the extent of physical inconvenience and discomfort.

On the other hand, there is no uncomfortable premonition of an accident. There is no sharp pain in the side, or a headache, or a flutter of the heart to warn us that we are about to do something that will precipitate pain or death. Also, there is in our minds the comforting knowledge that we ourselves, even without external help, can prevent the tragedy of an accident any time we actually make up our minds to do so. This knowledge that we can control our destiny in preventing an accident gives us a sense of false assurance that often leads to indifference or folly. In fact, many of us get a thrill out of taking chances we know are foolish and dangerous.

In the broader field of organized attacks on accidents, we also face an intangible obstacle. Safety sometimes lacks the emotional, dramatic, and human interest appeal of a great disaster or of an epidemic. This fact has hampered any effort to bring to accident prevention even a fraction of the funds necessary to do a practical, successful job of nation-wide accident prevention.

These differences between accidents and disease are known to all of us, of course. But I am afraid too many of us have viewed them as an excuse for not doing the job we could do even when we admit that all these differences prevail.

There is no reason why the American people, properly informed and aroused, cannot do exactly the job on accident prevention they have done on disease, famine and epidemics. Can you name one good reason why they cannot?

Our job in organized safety, then, is to inform and arouse the people so they will unite in a concerted and continued effort to conquer accidents as they have, in many cases, conquered disease and epidemic.

How best can we do this? How, practically, can the men and women in this room best bring about the results I am suggesting?

One simple way is to go back to your community and devote yourself, with every ounce of strength and every minute of time you can expend, to helping organize your

community for a concerted, cooperative fight on accidents of all kinds.

Or, if your community already is organized, do everything you can to the limit of your power and influence to make your safety organization stronger and more effective. Ask yourself—"Have I honestly been doing all I could to help this fight on accidents?"

Secondly, let us abandon this shy, retiring attitude so many of us have had in asking for funds necessary to do an adequate safety job. For some unexplainable reason, there has been and still is an amazing reticence on the part of many people who are active in safety, to ask the American public to contribute money to prevent accidents as they contribute to prevent cancer, to prevent tuberculosis, to prevent polio, to prevent heart disease, to aid victims of disasters.

Can you or I give one good reason why there is any difference between accidents that kill and diseases that kill—especially when accidents have just been shown to be the nation's No. 1 Killer of our working lifetime?

I am not in any way implying or saying that we should yield an inch in our fight against disease of all kinds. Instead, we should intensify that fight. But I am saying that the day is here, and long past, when we must enlist in a war on accidents as we have enlisted in a war on disease and disaster. Until we do, we are abandoning a sector in our battlefield and will never win our fight against the enemies of our health and welfare.

Let's not be shy and modest another moment in our demand for greater safety and for money to bring about that greater safety!

Let's not be apologetic another moment in our efforts to enlist public support for accident prevention—and by public support I not only mean talent and time, but money!

The American public has proved over and over again that it will subscribe to any legitimate movement that is aimed at eliminating human suffering. Can anyone say that safety does not qualify?

Let the day of passive action be gone. Let us meet head-on the challenge of whether we are going to submit to the su-

premacy of Public Enemy No. 1, accidents, and mobilize every man, woman and child to the fight, winning it.

I think I find recruits in our friends who have indicated not only the threat of the shadow of their lives.

I have used the concept. Much example, in reduction in 7.0 at present ordination of fort, both Highway S

The Commission authorized provides for accident prevention planning and are comprised of leading each field. cooperation nothing new activities unfurlances. T operation. on a Conference will have an When we have tion of our

There are health and vated in at the fault of of accident to a great. public health agencies. J tion the na associations public health ing with bl pled, the a neighborhood an economi

premacY of accidents as America's No. 1 Public Enemy, or whether we are going to mobilize every bit of strength we can command throughout the nation and give unremitting, ceaseless battle until the victory is won.

I think I can assure you that we will find recruits for our Safety Army beyond our fondest hopes. Survey after survey has indicated that the American people are not only willing but eager to help remove the threat of accidents from their door and the shadow of preventable tragedies from their lives.

I have urged upon you and the nation the concept of cooperation—a two-way concept. Much progress has been made. For example, in the traffic field I believe the reduction in the death rate, 11.3 in 1946 to 7.0 at present, is due to two things (1) coordination of activities; (2) increased effort, both stimulated by the President's Highway Safety Conference.

The Council's present organization was authorized a year ago in a plan which provides for Conferences in each field of accident prevention. These Conferences are planning and working groups. The groups are comprised of technical representatives of leading public and private agencies in each field. The Council has substituted cooperation for competition. We publish nothing new, conduct no new program activities unless agreed upon by the Conferences. That I submit is evidence of cooperation. When each agency represented on a Conference takes the same position we will have an effective coordination of effort. When we have that we will have the solution of our national safety problem.

There are agencies in the field of public health and welfare not yet sufficiently activated in accident prevention. That is not the fault of those agencies; it is the fault of accident prevention agencies. I refer to a great variety of medical, psychiatric, public health, and general social welfare agencies. Just for illustration I shall mention the national, state, and local medical associations, the national, state, and local public health associations, the agencies dealing with blindness, deafness, and the crippled, the agencies dealing with domestic, neighborhood, and community problems of an economic or social character. I know

that in many there now exists a real interest and some action—to cite only one example, the American Medical Association to which I have already alluded.

But we in accident prevention have not, generally speaking, sat down with these public health and welfare agencies and charted the areas of mutual interest and identified the specific activities in which coordinated effort is desirable and essential. In farm and home safety, public health departments have direct contacts that for the most part have been overlooked by us. Medical groups in the field of research can provide invaluable information for us.

Physicians in traffic safety are a great source of potential strength. In driver licensing the physically unfit and the psychoneurotics could be eliminated by cooperation of physicians in maintaining high standards. They could warn patients against driving a car when unfit, just as they now warn against climbing stairs. They can assist by urging public officials to adopt medical reports as mandatory and by making prompt and complete reports regarding the cause and nature of each accident. They have an important role to play in the development and use of chemical tests for intoxication.

The National Safety Council regards its primary function as that of coordination—to influence all public and private national agencies to plan and work together. United we win. Divided we fail. There is moral compulsion for united action in this great cause. The same policy should prevail among state and local councils.

I cannot find words sufficiently emphatic to stress this point. It is a team that wins games. Not every one can be a star but, assume a team of stars, it is team work that counts.

I believe we will find that once we arrive at a new concept of our responsibilities openly to challenge the American people to enlist in this fight—their fight—we will find a response that will insure success.

In any event, the time has come to make the test. The American people have never failed to respond to any crisis in the nation's history. I submit that a death toll of 100,000 a year, and an injury toll of 10,000,000 a year, constitute a crisis, regardless of whether the lives are lost amid the

fury of the battlefield or in the quiet of our own homes.

I am asking you men and women in this room to be the first to enlist in this new and greater crusade for safety. I am asking you to become the leaders of the vast forces we must enlist to make the fight successful.

The National Safety Council, of course, will do everything in its power to help win this fight. Alone, it can do nothing. Co-operatively, giving its best to the common cause, it can do much. Neither the Council

nor any other safety organization—nor any hundred safety organizations—can carry on this fight without your help and the help of the American people.

Frankly, we have not had this public help to the extent that we must have. And just as frankly, I believe the fault is largely ours. We have not asked for this help with the emphasis and the courage and the clarity we should have used. I believe that the very day we do go after help the way I am suggesting, that help will be ours and the march to victory will begin!

Chill the Thrill in Reckless Driving

By JUDGE REVA BECK BOSONE

Municipal Court, Salt Lake City, Utah

The behavior of the discourteous and negligent driver is intensely individualistic and does not respond readily to public judgment. Why does a person weave in and out of traffic, driving his car hell-bent for election, and upon his arrival at his destination leisurely gossip or read the morning paper? I sometimes think that such conduct is compelled by the same primitive instinct a little boy sometimes indulges by dressing up in Indian and cowboy garb to attract attention.

Why does a teen-age boy industriously work for weeks "souping" up a hot-rod? Is it not for the same reason that some other people spend relatively large sums of money for low, sleeky, high-powered racing convertibles, then employ them to muscle into the stream of traffic and bully their way to the head of the parade just to "show off"—giving expression and release to a primitive yen? Couldn't it be to impress one's girl friend or his boy friend's girl friend?

To get at the precipitant of the trouble, we should not wait for a lagging or dormant public opinion so ignored by the selfish individual driver. We should proceed in a direct line and go at once to the seat of the trouble by standardizing on a sure and swift, but uniform, individual "chill" on the individual "thrill" that the "show off" gets

from his discourteous, fast and negligent driving.

The night before I left for Chicago, I picked up the evening paper and saw an account of where an 18 year old boy lay near death of a broken neck in one of the Salt Lake City hospitals. His parents and only brother stood anxiously at his bedside after hurried trips from this City of Chicago, and from Georgia. The doctor said the 18 year old boy had little chance of recovery because his spinal cord was severed and he was completely paralyzed. The boy's mother, a waitress from Chicago, sold everything she had to come to her son's bedside. Her other son, 17 years old, an army paratrooper, spent his last cent to come to the victim's bedside from Fort Benning, Georgia. The father, of Chicago, now divorced from his wife, also went to the bedside of his son; and he, too, used up his savings to make the trip.

Turning the page I saw another account of where a young mother—a mother of seven children—was in an automobile accident in which her companion was killed and she received a broken arm and was sent to the hospital.

Traffic accidents are circuitous. The effect never ends. These two accidents which are not unusual but very common, show how a traffic accident can disrupt a family status.

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Aside from the waste of money, there are the indescribable heartaches and worry.

It is an admitted concept in the study of traffic hazards that education, engineering and science make a definite contribution to saving lives, limbs, and property.

No one would wish to take away any of the importance of the work that is fostered and brought to the attention of the public by the National Safety Council. It is this Council that has kept the interest in traffic safety before the eyes of the nation. Its value is inestimable. It is the workings of the state safety councils that have done much to educate and encourage the driving public in fostering safe driving rules.

But there is one element in my mind that far outdistances anything that has been done in safety on the highways. This idea is entirely novel; it has materialized into an experiment, an experiment that has proved the idea is right.

When I went on the Salt Lake City traffic bench some 12 years ago, I adopted the same level of fines and forfeitures that had been in vogue for years. Salt Lake City was almost the top city in accidents, injuries, and deaths. Being a woman made me exceedingly cautious in what policies I might adopt. The low fines and forfeitures apparently had no influence upon the aggravation of offenses and the number of traffic tickets issued, for the number grew. After I gathered information from the statistical department of the police station in Salt Lake City, I knew something had to be done. I never did wish to hold a job just for the holding of the job. I was interested in saving lives. I boosted the fine and forfeiture level to \$10.00. Now mind you, this was in the days of the depression—in 1937. I thought surely a \$10.00 dent in a person's pocket who received on the average a monthly wage of \$65.00 was really going to hurt the defendant; but it didn't. Over one Decoration Day there were 125 offenses for speeding.

I made up my mind that there should be a \$25.00 fine for the three chief hazards on the highway—that of speeding, stop sign and red light violations. I knew that would hurt, and hurt painfully.

The newspapers were called in and were told that in two weeks Salt Lake City traffic

violators were going to pay the high fine of \$25.00 as a minimum for the three foregoing offenses. Such a concept was violently attacked by lawyers as being nonjuristic, inequitable—even discriminatory. I was told by some that if I invoked such a plan, my reputation as a judge would be destroyed, and politically I would be forever "all washed up." I stuck to my guns and went through with my plans unceasingly.

The National Safety Council records of Chicago will divulge to you that Salt Lake City during the first year of uniform high fines rose from the bottom of the ladder to almost the top of the ladder in safe driving. Lives were saved, personal injury cases were cut by hundreds and damage to property so reduced that insurance rates on cars in Salt Lake City were decreased.

I sat on the Traffic Bench in Salt Lake City for three years straight, so the people got used to those high fines. You see I was told by friends of mine that the minute they pressed the accelerator of the car, it fairly shouted at them "Bosone-Bosone-Bosone." I was told by others that when they approached a stop sign, they didn't see a stop sign, they saw a huge picture of me. Of course, it wasn't I they heard through the throttle and it wasn't I they saw in the stop sign—it was the painful \$25.00 that stimulated this imagination and worked for their safety and the safety of others on the highway. I was told more than once that a passenger in a car who, observing that the speedometer was above the speed limit, asked the driver, "Can you afford to pay \$25.00 if you go above the speed limit?" This was usually all it took to bring the speed within a safe range.

Regardless of what you think about the experiment, it worked—and it works today. A few years back the traffic hazards in the state of Utah were devastating. In some of the neighboring towns and country-side, it seemed that death rode the highways. The experiment of uniform high fines had worked in Salt Lake City; why wouldn't it work in other cities?

In order to sell my concept I asked that the city officials, enforcement officers, police officers, and newspapers of three cities—Ogden, Utah, which is 40 miles north of Salt Lake, Provo, Utah, which is 45 miles south, and Salt Lake City, to convene in our

local police station. These men all agreed that a similar fine and forfeiture to that of Salt Lake City should be invoked in their cities; that if the three biggest cities of the State of Utah worked together in a traffic program that lives, limbs, and property would be saved throughout the entire state of Utah. The newspapers promised to cooperate 100 per cent. A committee entitled the Tri-City Traffic Committee was formed that day. This Tri-City Traffic Committee worked for one year and a half when I was on the Traffic Bench for my last assignment. Hazards were decreased in all three towns. The people of the three cities cooperated beautifully, for they all knew that the toll of deaths was unnecessary.

This Tri-City Committee has not operated for a year and a half. Just recently Lt. Sanford of the Salt Lake City Traffic Department said that he would give anything to have that committee operating again. The experiment of high fines and forfeitures of several years ago received endorsement by the Tri-City Safety Committee. And it was that high level of enforcement that brought safety to the three cities in Utah and has kept safety for Salt Lake City.

Oh, I know that you people are perhaps saying—"Uniform fines are not fair." I believe anything other than uniform fines is definitely unfair. You people who have to do with enforcement and courts already know that excuses and defenses in traffic offenses are usually about the same. For speeding, it is—I didn't realize how fast I was going. For stop sign—I didn't see it or I shifted gears. For semaphores—I thought I could make it. You may exclaim, "But why should the poor boy pay more than the bank president!" The bank president, believe it not, will howl more about losing \$25.00 than the poor man; anyway, traffic judges are not the judges of finances—and it isn't fair to have the punishment for crime different for some people from that of others.

Such a program, believe it or not, created in Salt Lake City a very healthful and cooperative attitude on the part of the traffic officers and court attaches. Few judges realize that even court clerks and stenographers work better and enjoy the atmosphere of the court if they feel there is no favoritism

played. The traffic officers want to do a better job and they get off "their feet" and do it—not because the program is tough but because it is fair. There is a good relationship all around.

It has long since been advocated that there can be no ticket fixing. With great care and caution, a prosecutor should be chosen who has the courage to be fair to everyone. If it is this type of prosecutor along with a judge who sees everyone alike who stands before him, then the populace soon realizes that everyone gets the same treatment, and the job of invoking uniform fines becomes easier.

Of course, we mustn't lose track of the fact that the traffic officers are an important element in the work of the courts. They must not arrest where there is a doubt in their minds that the driver broke the law. It is necessary that they be tolerant and fair and give a ticket in those cases only where they have substantial evidence to back up their arrest.

I must leave you today with the impression that there are no suspensions in traffic offenses where there are mitigating circumstances. It has not been unusual in my court for the whole sentence to be suspended. Of course, mitigating circumstances need to be taken into consideration always. When I talk about uniform fines, I mean those fines which fall upon the offender who has no excuse for his hazarding life on the highways.

You judges from the various states, may be saying, "But how does the driving public like uniform high fines and forfeitures?" I have been elected city judge in Salt Lake City three consecutive times. Three years ago I led the ticket. You see I wasn't ruined politically.

And now that I am running for Congress, my vote at the nominating election on September 7th in Utah was two to one over my opponent and there was no campaigning to speak of by me. (Of course, I may get the socks licked off me in the November election.)

If the experiment has worked in Salt Lake City, it will work in Poughkeepsie, New York, in Phoenix, Arizona, and, in New Orleans, Louisiana. This is the solution, as I see it, to Take the Chill Out of the Thrill of Reckless Driving.

I should like to see the traffic firm conclusion getting off too—that we have that will help doing over and have done.

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I should like to emphasize that my experience on the traffic bench has lead me to the firm conclusion that the traffic violator is getting off too easily all over the country—that we haven't dealt with him in a way that will help prevent him and others from doing over and over again what they already have done.

All the law enforcement in the world by police can't stop traffic violations and the accidents they cause if the police aren't backed up by fair, fearless and firm enforcement of the traffic laws.

How can we expect traffic policemen to risk their lives chasing traffic speeders 70 or 80 or even 90 miles an hour, only to see those speeders freed with a slight fine or in some cases merely a polite verbal spanking by the traffic judge?

How can we expect the policemen to be willing to get up early in the morning after working a late shift, come into court on his own time to help bring about a fair decision, and then see a traffic violator walk out of court with a mere token punishment that in some cases amounts almost to an apology by the judge for ever having bothered the offender?

We talk a lot about public education, and I am a firm believer in it. But I am also a firm believer in the theory that there is no quicker way to educate anyone than by prompt, fair and tough enforcement of our traffic laws. A driver or pedestrian who learns first-hand that you can't violate a traffic law and get away with it, is being educated in a very practical, down-to-earth way that makes education stick. And it doesn't take very many lessons like that before other people begin getting educated, too.

I am a woman, it is true. But I don't believe that powder-puff justice is confined to women judges, by any means. In fact, I am perfectly willing to put my own record up against the record of a lot of masculine traffic judges and see who has applied the powder-puff most delicately to the injured feelings of traffic violators who think the laws are made for everyone but them.

I am convinced that this powder-puff justice in the traffic court today is playing a big part in piling up the disgraceful traffic toll this country endures year after year. It's time to put away the powder-puff and to start cracking down on the crack-ups!

Safety in Business and Business in Safety

By JAMES TANHAM

Vice President, The Texas Co., and Chairman of the Board of Directors,
National Safety Council

Nineteen hundred and forty-eight is the 35th year of the programmed activity in the National Safety Council. The Council's first program was installed in 1913.

From 1913 to 1947 accidental deaths as reported reached a total of 3,196,000. If accidental deaths had continued during the period 1913 to 1947 at the same rate they had been running in the 13 years prior to the Council's activities, the total would have been 3,570,000. From these figures I conclude that the efforts of the Council and the efforts of all who have engaged in accident prevention have contributed to the saving of many thousands of lives.

This record is a tribute to those first in the field and to those who followed in the

united effort at saving lives through accident prevention. We readily recall names like Cameron, Lew Palmer, Roy Bonsh, Colonel Stilwell, and many other early pioneers, who dedicated their efforts in this service to their fellow men.

That devotion to principle and to service inspires and encourages us to carry on our work toward safeguarding health and life in our communities, in our companies, and through the National and local safety organizations.

Safety is a natural in every phase of modern business. In every field of business endeavor we try to minimize and reduce the element of risk. We try to protect against the unexpected but possible disas-

ter. We try as far as possible to "play it safe."

For instance, when a chain organization chooses a store location, they clock the crowd, they study the relative merits of the two sides of the street, the parking facilities. They try to eliminate every possibility that potential customers will avoid their location for any reason. They take every precaution to minimize the risk.

Or take the banker studying investment. What is his primary concern? Safety of principal—the best assurance he can possibly get that he will receive back 100 cents of every dollar of his original investment. The same attitude toward investment prevails among insurance companies. Insurance companies play it safe with policyholders' funds.

And in business when we take insurance against fire, against the perils of the sea for ships and shipments, against the contingency of death of a business partner, we are trying always to reduce the area of risk in business. We are trying to play it safe.

Many other examples could be cited. The whole theory of auditing is to minimize risk of error or default, to prevent leaks.

Business is done generally in the face of calculated risks. You might say it is entered into after every step has been taken to anticipate and adopt safeguards against all known contingencies. Business constantly strives to eliminate the element of risk and works toward safety in every operation.

It is not surprising, therefore, that progressive managements are alert to the reduction of risks to their work forces, taking advance steps through accident prevention programs to avoid the possibilities of injury or death on the job and off the job.

Characteristically, management in pursuing safety in business recognizes that good results are obtained by putting business into safety, that is, by applying to safety the business principles that are essential to success in any field of business.

Success in the accident prevention program of any company needs planning, it needs enthusiasm, it needs the nod of approval and commendation from the top as a worth-while venture, it needs system, it

needs training, it needs accountability and recognition for results.

Safety in business and business in safety go hand in hand. As we recognize the need for the first, we automatically start organizing the second.

Every instinct of modern business leadership tends to protection of workers on the job, the maintenance of safe and healthful conditions of employment. But if there were one so callous as to be unresponsive to these impulses, the mere appeal of dollars and cents savings in premiums and other costs of accidents would be persuasive.

A sound safety program is a business "must" in the modern business organization. The attendance at this Convention is proof of that assertion. The absence of such a program can easily lead to a loss item on the profit and loss statement. The profit on such a program never appears as such, but runs through every item of profit in the statement.

Where then do we as management fit into this setting? What is our responsibility?

First: Let's not say we are serious about safety just because we have a safety division in our company or because we have a few safety engineers on our pay roll. We wouldn't take that attitude toward sales or toward production. If we have the activity, we want results, and everyone should know that we expect results. Therefore, our primary need is a policy reflecting the attitude of management toward accident prevention coupled with a program patterned to the needs of the organization to implement that policy.

Second: Invest wisely in the program. Don't go overboard all at once, but give it the financial support that its importance in operations justifies and be sure you give it your sincere, wholehearted enthusiastic support. An inexpensive program with enthusiasm is far more productive than an expensive program without enthusiasm.

Third: Let's be sure that those whom we have selected to implement our program of safety know of our genuine interest and of the importance that we attach to their work. How do we do this? Well, tell them so, and tell them often. Take part in the program. Go to safety meetings. Comment on the statistical results. When ac-

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and accomplishment is good, say something nice about it to those responsible. When accomplishment is poor, say something about that too. Stimulate competition for results. Use any of the techniques so often employed in getting sales or production or other business results.

And lastly, let's recognize that what happens to an employee 24 hours a day is important to the employer. An employee is just as disabled from a sprain through an automobile accident as he is from a sprain received on the job. Also, that what hap-

pens to an employee's family is an important factor in an employee's efficiency on the job. If we are really safety-minded, we cannot stop short of a general interest in safety in our communities, on the highway, in the home, and in all the affairs of life. And if we believe that to be effective accident prevention needs the organization and the techniques of business, then we will conclude that safety organizations, national, state, and local, warrant our continuing support to assure safety in business and business in safety.

National Recognition of the Safety Movement

By HON. CLIFFORD DAVIS

Member from Tennessee, United States House of Representatives

I shall try to attempt three things—to emphasize the bigness of your undertaking and mine; second, to reemphasize that subject upon which we have been working now for a year with great diligence; and third, to bring a very humble challenge to you.

I came to my first Safety Congress 25 years ago this month in the City of New York. That meant that the Congress was eleven years old at that time as this is the thirty-sixth meeting. Much has happened during that time.

I propose to make no reference to any figures relating to home safety, industrial safety, farm safety, and safety as it affects mass transportation and so on, but I should like to throw out just a few figures. All of them are known to you, but I want to use them to emphasize the bigness of the thing. I refer only to public safety for the moment.

By the end of this year, there will be registered in these United States 40 million automobiles. Think of it! These 40 million automobiles will be driven by 50,865,000 men and women representing 49 per cent of the people in our country who have attained the age of sixteen. These 50,865,000 people will drive these cars 400,000,000,000 miles. We will consume 30,000,000,000 gallons of gasoline. Think of it!

More than 9,000,000 people are employed in the manufacture and distribution of automobiles. A little more than 5,250,000 are engaged in industries that affect motor vehicles. Adding quickly this gives us approximately 16,000,000 people, representing the largest employment group outside of agriculture. We have 85 organizations in the country having something to do with safety.

These 85 organizations have 99 publications reaching 20,000,000 reading people. These organizations are supposed to represent a membership of about 150,000,000 people. I am giving you some figures. I am glad that the National Safety Council is recognizing the importance of safety in all fields, but thinking only in public safety representing all of the economic value, the people involved, and over the years spearheading as the cornerstone this great safety move recognizes today that we have reached the age of maturity and that we must go one step farther.

Accidents are still killing, in round figures, 100,000 of our citizens annually, injuring 10,000,000 more, and causing up in destruction an economic value of a little more than \$5,000,000,000 which is just about the sum which will be spent in the recovery of Europe under the direction of

Paul Hoffman, who has for so long been identified with the safety movement.

So I am glad to report that under the wise and able leadership and counsel of Ned Dearborn, for whom all of us hold the deepest affection, we have rubbed out the frills and removed the bugs from a bill which is designed to bring the safety movement under the leadership of the National Safety Council into federal recognition by seeking a Federal Charter for the National Safety Council.

This bill will be sponsored by a Republican and a Democrat in each House of the Congress because safety knows no color, no

religion, no sex. It is the one thing upon which we may find a common ground.

Let me give you one practical suggestion and one practical request. I want you to go to your congressman and say, "There will be a bill presented that is designed to give a national charter, which at that time will be enjoyed by the American Rail Road, to the National Safety Council." Then you make a little sales talk about safety and ask him to support it because that is the bill that we should like to see go through so easily that when we come back next fall we will be able to have a very great tribulation.

Report of the Vice-President for Finance

By O. GRESSENS

Vice-President and Comptroller, Commonwealth Edison Co., Chicago, Ill.

Presented by

LESLIE L. SORENSON

City Traffic Engineer, City of Chicago

As you undoubtedly know, the finances of the National Safety Council were a matter of particular concern to the Finance Committee during the past year. The uncertainties that have clouded the immediate future, together with the somewhat spotty business conditions already obtaining, have persuaded the Finance Committee to concern itself in an unusual degree with the financial needs of the Council. The members of the Committee which served during the past year are Mr. I. W. Millard of the Industrial Glove Company, Danville, Illinois; Mr. Theo. Brown, Director of Deere & Co., Moline, Illinois; Mr. M. C. Conick, partner of Main & Company, Pittsburgh, Pa.; Mr. Wallace Falvey, President of the Massachusetts Bonding and Insurance Company, New York, N. Y.; Mr. Cleo Craig, Vice-President, American Telephone and Telegraph Company, New York, N. Y.; and Mr. Ned H. Dearborn, President of the National Safety Council.

A number of suggestions and plans were reviewed by this committee. Some particularly ambitious ideas to bring safety messages into the home and, incidentally, increase the income of the Council, were

suggested by Mr. Council, and are being studied currently. A brief review of the financial result of current operations of the Council will reveal, I believe, the basis of this concern of the Finance Committee.

Those of you who are undertaking to study profit and loss statements in terms of the fact that in many cases gross expenses take up revenues that are increasing during the period covered. Expenses, however, have not increased at a rate that threatens to overtake the increases in income. For the year ending in 1948, the financial statement of the Council has followed this pattern. As of August 31, 1948, which is the last date sheet available, the Council has itself with an eight month record which enables it to take a careful look with the figures and to make certain necessary changes in its course for the sake of maintaining its program. Specifically, the main consideration is the total of expenses that have been met in previous years in the amount of \$1,000,000. The volume of business is increasing at a rapid rate. That is why we are going to have the first year of our new financial statement in which we have a record of the business for the year ending August 31, 1949. This is the first time that we have had a record of the business for the year ending August 31, 1949. This is the first time that we have had a record of the business for the year ending August 31, 1949.

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A careful survey of the times indicated that any advertisement would be in the wrong case of overprinting services. It was then to attempt to its substantial income before which to meet them in general consideration. It was also prices and advertising above the current. Some considered quantity sometimes that advertising placed beyond this point as time advertising could be and more toward the end. It was then that the new printing situation could be met. It was then that the new printing situation could be met. It was then that the new printing situation could be met.

In addition to the cash and receipts from advertising, the magazine has other sources of income from its circulation of 100,000. In consultation with the American Association of Publishers, the magazine's circulation is expected to reach 150,000 in 1960. The magazine has been successful in its efforts to attract new advertisers, and it is expected that the magazine will continue to grow in the coming years. The magazine is expected to be a major force in the advertising industry in the future.

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to be corrected. The Finance Committee, however, decided that the Council would have to follow one of two courses. Either it would have to curtail services and attempt to keep the aggregate of cost within limited income or it would have to endeavor to increase income sufficiently to meet the increasing cost. In addition, the Finance Committee felt that the Council had to begin preparations for a "rainy day."

A careful survey of the Council's operations indicated that any savings that could be effected would be insufficient to meet the rising cost of operation without restricting services. It was decided, therefore, to attempt to raise the necessary financial income through an increase in rates to meet these rising costs. After careful consideration, it was decided to increase prices and advertising rates 15 per cent above the current levels. There was one considered omission in the Finance Committee that advertising rates should be raised beyond this point and that the income from advertising could contribute considerably toward the needs of the Council. However, the new Finance Committee was the answer carefully and if it is believed that this demand is correct, it is suggested the necessary action to realize financial income.

In addition to the sales of materials and programs from advertising, the third source of income is membership. In consultation with Mr. E. W. Johnson, vice-president for membership, the Finance Committee proposed an increase of 15 per cent on their schedules. A proposed increase being proportionately raised with the increase in prices and advertising rates. Final approval was given this change at a Board of Directors meeting held yesterday. This increase in membership dues, however, will not go into effect until January 1, 1949.

In connection with the future financing the Council's requirements, the Finance Committee believes that some means must be found for establishing a reserve for a rainy day. Experience at least once with working no later, follow a period of relative prosperity. The Council's financial position is being the very important consideration of its members. It is true that in the downward

swing of the business cycle it can be expected that costs will be somewhat decreased. It can also be anticipated, however, that income may be reduced to a greater degree under such conditions.

I propose that the new Finance Committee address itself seriously to the problem of establishing a buffer for the Council which will permit the accumulation of a reserve that can be used to finance the necessary services of the Council during a period of impaired business prosperity. I believe that this would be the greatest contribution that the Finance Committee could make to the operation of the National Safety Council.

When I first discussed these problems some months ago with Mr. Hamilton, president of the Council, we agreed that it might be profitable to make a survey of the Council organization operations to determine to what extent a reorganization of such operations might contribute to a decrease in the cost of services. As a result of these conversations, we had a review made of the Council's operations. This review was not exhaustive nor has it been supported by a detailed report. It was made by a member of my staff who is particularly familiar with operating efficiencies.

The results of this survey indicated that, on the whole, the operations of the Council are conducted on a satisfactory basis. There are some changes in its operations which we are currently discussing, but though we hope that these changes will contribute to increased efficiency they are minor compared to the larger problems considered by the Finance Committee. We will continue to consider this aspect of the Council's activities, however, to assure ourselves that such contributions toward the financial requirements of the Council which can be made by increased efficiency will be realized.

I would like to emphasize, however, what I have said before, that little assistance can be expected in the connection toward meeting the Council's financial needs and that the Finance Committee, therefore, must address itself to the problem of raising a reserve to meet the needs of the Council in the event of a period of impaired income about the present prosperity being impaired.

By LIE

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Report from Tokyo

By LIEUTENANT GENERAL ROBERT L. EICHELBERGER
Retired, U. S. Army

While your work and our work in the Army are similar, there are certain differences, since in the Army we cannot promote safety to a point where it might make our personnel hesitate in their duties or neglect hazardous forms of training which they must know in combat. Instead, we must teach our men how to defend themselves so that they can overpower an enemy before he can overpower them. Thus, we teach safety indirectly. We stress the principle that "Safety is Knowledge," knowledge of his task or self-protective weapon and what best to do either in peace or war.

As a constant driver of jeeps and sedans throughout the Pacific war, I shall never forget the streets in Japan filled with pedestrians, bicycles and buses. One careless driver speeding in a heavy truck, if he caused a casualty, usually caused multiple ones. Therefore, I am keenly and personally cognizant of the importance of your work.

In Japan tidal waves and earthquakes forced us in the Eighth Army to have disaster plans and made us require the Japanese to have relief plans upon a scale they had never known before. All the approved methods have been used in Japan to promote safety control, such as constant publicity in both English and Japanese language through the medium of posters, lectures, motion pictures, the newspapers and radio. The accident fatality rate has shown a pronounced decline. In many of the larger cities, the campaign is being augmented by educational programs and with the Eighth Army's safety display train.

But I do not believe that you wanted me to appear here tonight to spend my time speaking on national safety or military strategy. The three years of combat along the New Guinea-Netherlands Indies-Philippine Axis, followed by three years in com-

mand of Occupational Forces in Japan, to say nothing of my years in Siberia and China during and following World War I, in a sense qualify me to speak as a spokesman of our great Nation's effort in the Far East. This must be the subject about which you would like to hear tonight.

The Japanese Empire late in 1941 launched what up until that time was the greatest offensive in world history. On December 7, they committed the outrage at Pearl Harbor; on December 10, they struck in the Philippines; on the following February 15, Singapore fell; within the month all of the Netherlands East Indies fell under the conqueror's boot. Their attack then shifted to the southeast and from Rabaul, New Britain, the Imperial High Command planned a two-pronged drive. One offshoot was to strike for control of southeastern New Guinea, the other through the Solomon Islands to slash the eight-thousand-mile supply line from America to Australia. Neither was destined to succeed because of the effort and sacrifice of thousands of khaki-clad American soldiers and sailors and airmen. The other day in Manila I saw the bodies of 43,000 American lads reverently guarded, awaiting shipment to their homes.

The story of the Pacific is a story so deep in fever-ridden swamps and jungles where our troops lay, day after day, in water-logged trenches, or crept through murderous fire toward enemy positions they couldn't see. It is a narrative of valor studded by the glittering heroism of military and naval leadership that never faltered in sharing the risks of battle with their men. At the outset our painful efforts represented the sorriest defeat blundered soldiers ever suffered abroad. But in extending a nation's promise that a conflict born of disaster would terminate in ultimate victory.

From the depths of Pearl Harbor, we raised the smoldering hulks of the Pacific Fleet—the Pennsylvania, Maryland and Tennessee, the Helena, the Honolulu and the Raleigh, to mention a few.

Our war production program on the home front included construction of twenty-two million tons of new ships annually, among which were the thousands of landing craft for amphibious operations. All this at a time when we were fighting in Africa and Europe and meanwhile arming and equipping the largest land army in American history.

We developed the countless B-29 bombers that burned out every city worthy of the name in Japan, except the temple cities, from bases isolated by their very distance from the enemy's own bomber range.

We built the great new battleships and carriers of the Third Fleet and Task Force 58, which established complete domination of the seas.

We launched long-range submarines that slashed the enemy merchant fleet to tatters right in its home waters and cut off the flow of raw material to Japan.

And over and above this, we pioneered the manufacture of the Atomic Bomb that destroyed the cities of Hiroshima and Nagasaki in single massive blows.

This tremendous national effort in which Chicago played such an outstanding part adds up to the greatness and prestige of the United States.

In Japan, this prestige of our country is the all-important factor. The Japanese look up to and want to be on the side of the country that in time of stress could do these great things. There are other factors in Japan which have been important in building for us a great reservoir of potential friendship. There has been the discipline of the Eighth Army with which I have had the honor of serving. The great heart and courtesy of the American soldier. In addition, we have not robbed that country. Except through legitimate reparations, we have not dismantled their factories to rust in our own country. We have not used the Japanese as slave labor. We have paid for things we have taken and in addition, we have brought in the necessary food to prevent suffering, particularly in the burned-out cities.

The 8-A with its present two corps and four divisions of troops has had many duties which have included the destruction of Japan's war potential; the supervision over the repatriation of over six million of their citizens; supervision of the railways; construction of air fields and operation of their ports. We even have had the task of constructing twelve thousand homes for our dependents. Perhaps the greatest duty of the 8-A has been the operation of military government units throughout Japan. This has brought us in direct contact with all classes of the Japanese people and particularly with the humble worker and farmer.

We in the Eighth Army have been the operating agency which has carried out the policies and the directives of the Supreme Commander. We are the ones who have been in touch with the 46 governors of the states, called prefectures.

When tidal waves have rolled over their cities, the American soldier was there at once with his help. When Fukui was shaken down by an earthquake, it was the American soldier who carried the injured on stretchers, who purified the water and brought medicine and food by special trains. If I was thanked when I left Japan recently by everyone from the Emperor to a crying ricksha puller, it merely symbolized the work of that army to which I belonged. Again, I say that the greatest factor in that picture was the prestige of the United States, which in the end means the brains of the scientists, the industrial power and the fighting hearts of our sons.

Let us look for a moment at present-day Japan. It consists of four main islands with a total size about equal to California. It is mostly mountainous and only 17 per cent of the country is arable. It has eighty million people and that number is increasing rapidly day by day. From these millions have come brave, fanatical soldiers. Americans of Japanese descent made wonderful fighters while serving in our uniform in Italy. Except for this great manpower Japan is a pigny country from a military standpoint, without tanks, Navy, air power, or most of the important raw materials.

The strategic location is perhaps an unfortunate one in these days of crises when considered from the standpoint of our

country, which for the new among its pro. If we have d present defens pistols, then tion of protec

It must be a result of the received as a as the geograp Except for a countries cont the north and communistic a chain of the I would become today lies like Hokkaido, the old stamping g about 400 mile Hokkaido. Th is merely acro north, and the munist domma that one could can appreciate would be to th were permitted the United Sta Australia, it World War I the Pacific in i forced upon us.

We have in democracy into the first free e is no longer a ized people. Ti many of the I dear—freedom the press, the of habeas corpa man without b to introduce tl overlook the p military party we now find th wholehearted e from the Empe the way, we c results gained operation.

If Japan un was a vicious

country, which has been largely responsible for the new constitution, which includes among its provisions renunciation of war. If we have disarmed Japan, limiting their present defense to a few police armed with pistols, then we have assumed the obligation of protecting them.

It must be remembered that Russia, as a result of the allied victory in the Pacific, received as a reward the strategic as well as the geographical aspirations of 150 years. Except for a part of Korea, communist countries control the Asiatic Mainland to the north and if Japan were to become communist and thereby be added to the chain of the Kurile Islands, the Japan Sea would become a communist lake. Russia today lies like a blanket over the top of Hokkaido, the north island of Japan. My old stamping grounds, Vladivostok, lies only about 400 miles to the west of the coast of Hokkaido. The southern coast of Sakhalin is merely across La Perouse Strait to the north, and the Kuriles, now under communist domination, are so close on the east that one could cross in a row boat. One can appreciate what a great prize Japan would be to the communist nations if they were permitted to gain possession. But to the United States, Canada, Philippines and Australia, it would signify the loss of World War II and a potential defeat in the Pacific in any future war that might be forced upon us.

We have introduced the framework of democracy into Japan. There have been the first free elections in their history. She is no longer a police state with a nationalized people. There have been given to them many of the freedoms which we hold so dear—freedom of speech and freedom of the press, the right of assembly, the writ of habeas corpus, the right to pass a policeman without bowing. If we have seen fit to introduce these changes then we must overlook the past cruelties of the Japanese military party and accept the Japanese as we now find them. We must remember the wholehearted cooperation of the masses, from the Emperor to the farmer—and by the way, we could not have achieved the results gained in Japan without this cooperation.

If Japan under its military domination was a vicious enemy, we must remember

that it could become a powerful friend. I do not like to think of Japan as an ally in war, although that might well be possible. I would like rather to think that we have built up a great reservoir of friendship and respect through the prestige, fairness and generosity of our country, which would act as a deterrent to those who entertain no desire to fight on two fronts.

During my last year in Japan the welfare of my country to me has obscured, perhaps, all other issues. Glad as I have been to see the incultation of democratic ideals among the Japanese, I would not give that the slightest value unless in time of danger we could rely upon Japan being at least a friendly neutral.

The willingness of the Japanese to cooperate is more than a figment of the imagination. When I landed in Japan at the Atsugi Air Field on the 30th of August, 1945, I had little more than the strength of a guard of honor, with which to prepare for the arrival of the supreme commander, General MacArthur, two hours later. There were millions of armed Japanese in that area and having the responsibility, naturally I had to envision every possible contingency. In later years it became a matter of great satisfaction to me to realize that the occupation was physically successful and that my soldiers could walk in the midst of the Japanese with a pocket full of money, unarmed and unafraid.

Success did not seem easy to obtain in those early days. The reaction of the Japanese was uncertain. Naturally I was anxious to get my corps and divisions in by air and water as quickly as possible, while at the same time hastening the evacuation of the American, British and Dutch prisoners from the prison camps throughout Japan.

We even heard surprising reactions from those who wondered when we were going to "get tough" with the Japanese. To those of us who had had to fight them at close range in the jungles, we felt we had demonstrated a certain amount of toughness of mind and spirit. I recall so vividly the day that Field Marshall Sugiyama, former chief of staff and minister of war, reported to me to receive his first orders from the general in command of the occupation troops. He came into my office followed

by his staff and then bowed until his head touched the top of my desk. In those days I had a very strong feeling, naturally, and I didn't acknowledge his salutation but handed him his orders in writing. A photograph was taken just at the peak of that bow and years later when I came home and went into the morgue of one of the world's greatest newspapers, I found a photograph of Field Marshal Sugiyama entitled, "General Eichelberger stands at attention while Field Marshal Sugiyama pulls up a chair." The fact was not even stated that after looking me over he went out and killed himself.

Almost at once I started traveling by train, with only a few military police as guard, and after a swing around the great island of Honshu I began to realize that the Japanese had surrendered from every angle and that they intended to carry out the decrees of the Potsdam Declaration.

In my forty-three years in uniform I have seen the basic freedoms denied by both reds and whites in Russia and I have known Japan when it was a police state, as well as in the past three years, during which time we have had the mission of inculcating the basic principles of democracy.

I can tell you it is a terrible thing to live where men are being marched over the hills to execution because of their political beliefs.

It is distressing to dwell where one is not privileged to learn in the press what is going on throughout the world. An American shudders in a gathering where he realizes that a friend may be executed because of the expression of simple beliefs or imprisoned without the privilege of habeas corpus.

We have been so accustomed to the right of free assembly that it has become second nature. One realizes its importance in a country where it is denied. To those of us who believe in the God of our fathers, it seems strange to live in a country where religion is mocked, or where one may be imprisoned because of religious beliefs.

Twice in my life I have had to spend years in a defeated country. In Russia, I saw the white Russians, defeated in the so-called great October Revolution, deprived of their property and insurance—in flight

from what seemed to them worse than death. It was a distressing sight to see a people driven from their homes, forced to sleep perhaps a dozen to a floor of an overheated room, without proper food.

Even as the commander of an occupation army, it was not pleasant to witness the distress, the misery, and the sorrow of a defeated people in Japan.

In those early days in Russia, it seemed a situation detached and far removed from my own country. Until recent years, it has never seemed possible that these terrible things could befall us. When reading ancient history one realizes that civilizations rose and fell, lost their basic freedoms and sank back to barbarism. Certainly at some period in the existence of these ancient civilizations vigilance must have been relaxed. We must not do so now!

You all know that today the world stands in crisis. It is so true that it seems almost bromidic to mention it. It goes without saying that in World War I and World War II, dictators were willing to fight our country because they felt that due to our military weakness, they could win. Without that feeling there would have been no such wars. But their abandonment of the scientific and industrial abilities of our people in both of these wars, they brought upon themselves disastrous defeat. But the greatest measure of our power was in the Pacific and South of the seas and elsewhere, not Uncle Sam. It is no longer another war in the future, it will obviously be because some nation feels that they can disregard the fundamental rights of mankind and the final decision as to what war will be based upon the belief that victory and not defeat will be the lot of dictators who may attack us.

After World War II, just as we have done after all of our wars, we allowed our armed forces to demobilize. Fortunately today the leaders as well as the people of our country realize the danger of weakness. Today we are not led astray by the valor of ignorance. We can truthfully say that we do not want war. We can truthfully say that if we are properly prepared we need not have war. Again I state that the strength of our country is an unpartitioned, that virtue which endows us with

national unity, not just a willing devotion as it has the future and sure.

national unity by which we attain the common goal. The heart of patriotism is our willing devotion to the common good. So long as it beats strong within us, we face the future and all its crises, confident and sure.

Our country will always be great as long as you, the people, remain morally strong in your faith in the principles on which the United States was founded and as long as our country's sons and daughters prefer death to the loss of our basic freedoms.

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Women's Activities

[The purpose of Women's Activities of the National Safety Council is to stimulate women to active participation in the safety movement, in their own homes, clubs, organizations and communities, locally, state-wide and nationally. Rather than set up a women's division, it has been the policy of the Vice-President for Women's Activities to integrate the work of women in safety with the existing safety program. Thus the staff member, in her contacts with women's organizations, does not seek to establish separate safety activities for women, but rather she shows women how to work in safety as a community interest project. Women are interested in all aspects of safety and should be given a place in the promotion of safety programs wherever they evidence an interest.]

Home Safety in Action

By MRS. GEORGE P. PARKER

Director, Home Safety, Utah Safety Council

"Safety Begins at Home" is more than a campaign slogan. It implies that the home is the place where safety education is most pertinent. It is the place where the human element which enters into many accidents may best be influenced. Statisticians are finding that more attention should be given to the home accident problem. The three E's of safety have reduced the accidents materially in other fields but home accidents have, in many cases, increased rather than diminished in the United States.

The home is the laboratory where the child's first attitudes and habits are formed. If safety is incorporated into every phase of his living, he will grow into a careful, responsible citizen equipped to cope with modern devices. The home is the place where everyone spends a considerable part of his time and where the important functions of living are mostly carried on. It is assumed to be a place of refuge and relaxation, a private domain where outside interference is resented.

The home accident problem requires the technique and skillful approach of the super salesman. Safety education should be convincing and persuasive enough to move the home dwellers to action. Safety education must be disseminated by every means or medium available, such as newspaper, radio, magazines, special bulletins, organized groups and agencies of the state (both civic and cultural), men's and women's

clubs, church societies, Parent-Teachers, Red Cross, Public Health Nurses. These, to mention a few, can serve as the safety engineers for the home.

Manufacturers and distributors of home equipment can emphasize the safety features of their commodities.

Public utilities can teach the safe use of their services. They can cooperate with the building inspectors in securing proper installation and inspection of gas pipes, electric wiring, plumbing and sewerage.

Uniform building codes can help secure the construction of safer houses and surroundings—if they are enforced.

Home builders and building and loan associations are usually willing to cooperate in safety projects. The Home Builders Association in Salt Lake City issues a monthly bulletin and has offered space for home safety material.

Four years' experience as director of home safety in my state has shown me the value of cooperation in putting over a program for safety education.

The Utah Safety Council was organized on a broad basis with cooperative action as its cornerstone. A director was chosen for each field of safety—traffic, industrial, farm, home, and so forth. Then those groups or agencies which were most interested in each particular phase of safety were invited to assist and asked to send a representative

to become a part of the state planning committee.

The Home Division drew its membership from the following groups:

The Utah Congress of Parent-Teachers
Utah Federation of Women's Clubs
Salt Lake Council of Women
Women's Safety Councils
Girl Scouts of America

Church Organizations:

L. D. S. Relief Society
Mutual Improvement Association (including Boy Scouts)
Primary Association
Catholic Diocesan
Jewish Welfare Association
Ministerial Association
American Red Cross Safety Services
Public Health Nurses Association

State Department:

Home Economics Education
Maternal and Child Health Division
Extension Service
Daughters of Utah Pioneers
An Architect
Building and Loan Association
Home Builders Association

There are both men and women representatives on the committee. We are still treading the paths that were made in the beginning, but we are widening and extending the channels.

A fine spirit of cooperation has prevailed throughout the four years of its existence, and there is at present a growing interest in home safety. Requests from new groups are coming continually for safety literature and program suggestions. We never miss an opportunity if it is humanly possible to get a foot in the door for a safety program.

The Utah Home Division is divided into sub-committees which carry the responsibility of the various projects which have been initiated with the consensus of the whole group.

The standing committees are as follows:

For Publicity and Education

1. Press and Publications—To get safety information into metropolitan and country newspapers, magazines and news sheets of participating groups throughout the state.
2. Radio—Provide interviews, spots, shorts, dramatizations, talks by specialists.

3. Bulletin—To get out a quarterly bulletin issued with information for club, church and other group programs on seasonal hazards, timely suggestions and the local accident statistics.

In the Engineering and Enforcement Field

4. Home Building—(a) To promote the planning and construction of safe houses, and (b) to secure the adoption of uniform codes and a more careful inspection of installations and equipment.
5. Projects—To develop and procure material for programs, exhibits, films and demonstrations for specific programs, accident prevention classes, contests and other projects, as gathering accident facts.

Special committees are formed when the need arises, such as a poster committee which was asked to explore the possibility of having art students create or illustrate motives that would be suitable for home safety posters.

The general schedule features:

1. A Home Safety Week, or period of greater publicity and activity each year in one of the spring months, March, April or May.
2. The issuance of a quarterly bulletin which contains local accident facts, safety information for programs and timely suggestions for seasonal hazards. (These bulletins are sent to presidents of districts as well as general or top leaders of participating groups with an accompanying letter aimed at stimulating interest in safety and assuring the use of the material somewhere in their program.)
3. Cooperation with other projects working for the same safety goals, such as fire prevention, child safety, better homes, farm safety, driver training and any local, civic, or municipal league safety activity.
4. A year's outline of home safety. A twelve-month program with points to be emphasized each month has been worked out. This program has been drawn from the experiences of previous years' activities and is the result of group thinking and discussion. The outline was made to answer requests for timely program suggestions and also to procure material for

seasonal shifts.

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seasonal write-ups, radio interviews, and skits.

We encourage and foster the establishment of a safety committee in every organized group for civic or social betterment. (I believe we are going to get a department of safety in the State Women's Legislative Council.)

The Utah Federation of Women's Clubs has a safety chairman and does give some time and space to home safety in its programs. The district groups and individual clubs are also beginning to fall in line.

The Parent-Teachers Association has an excellent safety program of its own, but it also affords a fine channel for home safety education. The Salt Lake City Parent-Teachers safety chairmen are being supplied with our yearly safety program. The Provo City Superintendent of Schools secured copies for his teachers to be used for reference and suggestions in filling their safety units. The latter examples illustrate the utility of the program.

We hope to perfect and expand the outline and to extend its use as time goes on.

The Relief Society of the Latter-Day Saints which has organizations in every town and hamlet of the state is probably the largest participating agency and affords the widest distribution of the home safety bulletins. While their mailing lists are not released to us, the Relief Society office addresses our envelopes.

The Mutual Improvement Association included a course in home safety for its special activity groups of their organization.

The *Evo*, the church magazine, published a fine article on home safety during our spring campaign.

The Primary Association incorporates safety frequently in its lessons and also in its magazine, *The Children's Friend*.

The home and community department of the farm bureau helped in our spring campaign by putting out a home check list and other safety information.

The newspapers of the state are giving detailed home accident publicity which is helping to make people more conscious of the causes of these mishaps.

Utah's home accident deaths were materially reduced last year from 148 in 1946 to 107 in 1947. We are fearful it will not be quite as favorable this year. We have had some tragic drownings in irrigation ditches and canals with little children as the victims. These ditches are hazards we have to contend with in our western region. It isn't feasible to fence or cover all of them. Parents must protect their little ones, have them watched constantly, use a tether or some such contrivance to prevent the tots' falling into the streams. We must remember that when a hazard cannot be removed, unceasing care must be taken.

If we could create, figuratively, a miniature safety council in every home of America with mother as the safety engineer, father the fix-it man and the children as the vigilant committee, I believe we could meet the challenge of the great killer carelessness and lack of "know-how."

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Aetna Casualty
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American Abras
Abrasive Met
American Chain
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Castings, E
American Mat
Safety Mattin
American Optic
Head and Ey
Ampco Metal, I
Safety Tools
Ansol Chemical
Fire Extingui
Arcadia Manufa
Plastic Coated
Audio Developm
Precision Hes
Bashlin, W. M.,
Linemen's Sal
Bausch & Lomb
Safety Goggle
Bear Manufactu
Breck, John H.,
Industrial Ski
Browne, Stewar
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Safety Exposition Exhibitors

EXHIBITION HALL—STEVENS HOTEL

MEZZANINE FLOOR—SHERMAN HOTEL

Alphabetical List of Exhibitors of Industrial and Public Safety Equipment

- Acme Protection Equipment Co., Chicago, Ill.**
Gas Masks Exclusively—Chemical, Fire, Industrial.
- Aetna Casualty and Surety Co., Hartford, Conn.**
Insurance.
- American Abrasive Metals Co., Irvington, N. J.**
Abrasive Metals, Paints, Coating, Safety Tile for Safe Walkways.
- American Chain and Cable Co., Inc., Bridgeport, Conn.**
Chains, Cables and Wire Rope of various kinds and sizes; Steel and Malleable Castings, Brakes and Brake Controls; Cranes, Hoists, Valves and Fittings.
- American Mat Corp., Toledo, Ohio.**
Safety Matting.
- American Optical Co., Southbridge, Mass.**
Head and Eye Protection Devices—Respirators—Safety Clothing.
- Ampco Metal, Inc., Milwaukee, Wis.**
Safety Tools Fabricated from Ampco Metal, Ampco Beryllium-Copper and Monel.
- Ansil Chemical Co., Marinette, Wis.**
Fire Extinguishing Equipment.
- Arcadia Manufacturing Co., Birmingham, Mich.**
Plastic Coated Gloves and Aprons for Industry.
- Audio Development Co., Minneapolis, Minn.**
Precision Hearing Test Equipment.
- Bashlin, W. M., Co., Grove City, Pa.**
Linemen's Safety Equipment.
- Bausch & Lomb Optical Co., Rochester, N. Y.**
Safety Goggles and Lens for Eye Protection.
- Bear Manufacturing Co., Rock Island, Ill.**
- Breck, John H., Inc., Springfield, Mass.**
Industrial Skin Preparations.
- Browne, Stewart R. Mfg. Co., Inc., New York, N. Y.**
Flashlights and Extension Lights.
- Buckingham Mfg. Co., Inc., Binghamton, N. Y.**
Pole and Tree Climbing Equipment, Industrial Safety Seats, etc.
- Buhrke, R. H., Co., Chicago, Ill.**
Safety Equipment and Allied Products for Construction and Maintenance Work.
- Bullard, E. D., Co., San Francisco, Cal.**
Mining and Industrial Safety Equipment.
- Canfield Oil Co., Cleveland, Ohio.**
Oil Spun Absorbents.
- Chance, A. B., Co., Centralia, Mo.**
Line Construction and Live Line Maintenance Equipment.
- Chicago Eye Shield Co., Chicago, Ill.**
Head and Eye Protective Equipment.

Circal-Air Corp., Detroit, Mich.
 Circal-Air Fire Hose Dryer.
 Columbus Glove Mfg. Co., Columbus, Ohio.
 Coated Gloves and Aprons, Natural Rubber, Neoprene, Plastic.
 Columbus-McKinnon Chain Corp., Tonawanda, N. Y.
 Herc-Alloy Sling Chains.
 Covert Manufacturing Co., Troy, N. Y.
 FEED-O-MATIC, Punch Press Secondary Operation High Production Safety Equipment.
 Crown Signals, Inc., Cedar Rapids, Ia.
 Cunningham, M. E., Co., Pittsburgh, Pa.
 Safety Marking Tools.
 Davis Emergency Equipment Co., Inc., Newark, N. J.
 Respiratory Protection; Combustible Gas Indicators; General Safety and First Aid Equipment.
 The Diversy Corp., Chicago, Ill.
 Oil and Grease Absorbents, Cleaning Compound, Hand Cleansers.
 Dobbins Manufacturing Co., Elkhart, Ind.
 Portable Drinking Fountains and Accessories.
 Dockson Corp., Detroit, Mich.
 Head and Eye Protection Equipment.
 Dolge, C. B., Co., Westport, Conn.
 Products for Athlete's Foot Control; Protective Creams; Skin Cleanser; Cutting Oil Compounds.
 Dunn Products, Chicago, Ill.
 Protective Clothing for Industrial Workers Made from Asbestos, Leather, Rubber, Neoprene and Fire Proofed Duck.
 Duo-Safety Ladder Corp., Oshkosh, Wis.
 Safety Ladders, Fire Ladders, Ladder Shoes.
 Elliott Service Co., Inc., Mt. Vernon, N. Y.
 Industrial Accident Prevention Displays, Bulletin Board Service, Foremanship Development.
 Emerson, J. H., Co., Cambridge, Mass.
 Resuscitation Equipment.
 Enterprise Development Corp., Burbank, Cal.
 Safety Traffic Cones.
 Finnell Systems, Inc., Elkhart, Ind.
 Floor-Care Machines and Floor Treatments. Counselors on Floor Safety and Sanitation.
 Franklin Research Co., Philadelphia, Pa.
 Anti-Slip Floor Maintenance Materials.
 Graubard's Inc., Newark, N. J.
 Gro-Cord Rubber Co., Lima, Ohio.
 Gro-Cord, Raw-Cord and Neo-Cord Soles, Heels, and Taps.
 Halperin, A. E., Co., Inc., Boston, Mass.
 Surgical Dressings and First Aid Kits.
 Harley-Davidson Motor Co., Milwaukee, Wis.
 Hild Floor Machine Co., Chicago, Ill.
 Electrically Operated Floor Scrubbing and Polishing Machines—Portable Industrial Vacuum Machines.

Hillyard Sales
 Floor Treat
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 Magnesium Co
 Fabricators
 Magno Saf-T
 Display Boar
 Marsh and Mc
 Insurance Bi
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- Hillyard Sales Companies, St. Joseph, Mo.**
Floor Treatments, Building Maintenance, Sanitation Products, Equipment and Materials.
- Hoffman Engineering Corp., Anoka, Minn.**
Electronic Devices, Designing and Special Engineering.
- Holcomb Safety Garment Co., Chicago, Ill.**
Holcomb Safety Wearing Apparel.
- Huntington Laboratories, Inc., Huntington, Ind.**
Sanitary Supplies, Liquid Soaps, Disinfectants, Floor Finishes & Machines, Insecticides.
- Hy-Test Div., International Shoe Co., St. Louis, Mo.**
Hy-Test Safety Shoes.
- Industrial Gloves Co., Danville, Ill.**
Protective Clothing; Gloves, Mittens, Handguards, Leggings, Flameproofed Suits.
- Insto-Gas Corp., Detroit, Mich.**
Torches and Furnaces.
- Intoximeter Association, Niagara Falls, N. Y.**
- Iron Age Div., H. Childs and Co., Inc., Pittsburgh, Pa.**
Complete Line of Industrial Leather and Rubber Safety Shoes.
- Junkin Safety Appliance Co., Inc., Louisville, Ky.**
Interlocking Automatic Barrier Gate and Swinging Die Closure Guards for the Protection of Power Press Operators.
- Justrite Manufacturing Co., Chicago, Ill.**
Safety Gasoline Cans, Oily Waste Cans, Safety Electric Lanterns and Flashlights.
- Karel First Aid Supply Co., Chicago, Ill.**
Industrial Hospital Supplies and Equipment.
- Keystone View Company, Meadville, Pa.**
Original Binocular Visual Screening Tests for Industry.
- Kimball Safety Products Co., Cleveland, Ohio.**
Goggles, Clothing and Other Personal Protection Items.
- Leggs, Walter G., Co., Inc., New York, N. Y.**
Non-Slip Floor Polishes and Non-Slip Non-Combustible Electrically Conductive Floor Treatments.
- Lehigh Safety Shoe Co., Allentown, Pa.**
Leather Safety Box Toe Shoes and Rubber Boots.
- Lightfoot Schmitz Co., New York, N. Y.**
Industrial Soaps—Powdered, Bar, Paste and Hand Lotion.
- MacWhyte Wire Rope Co., Kenosha, Wis.**
Wire Rope and Braided Wire Rope Slings, Fittings and Cable Assemblies.
- Magnesium Co., of America, East Chicago, Ind.**
Fabricators of Lightweight Equipment for Industry.
- Magno Saf-T Board, York, Pa.**
Display Boards for Driver Training.
- Marsh and McLemmon, Inc., Chicago, Ill.**
Insurance Brokers and Agents.
- Martindale Electric Co., Cleveland, Ohio.**
Respirator for Non-Toxic Dusts; Electric Testing Instruments.
- McAn, Thom, Safety Shoe, Div., Melville Shoe Corp., New York, N. Y.**
Thom McAn Safety Shoes.

McDermott, Julian A., Corp., Corona, N. Y.
 McDonald, B. F., Co., Los Angeles, Cal.
 Mining and Industrial Safety Equipment.
 Medical Supply Co., Chicago, Ill.
 First Aid Kits for All Purposes.
 Melflex Products Co., Akron, Ohio.
 Flooring Materials, Treads and Standing Mats.
 Metropolitan Life Insurance Co., New York, N. Y.
 Accident Prevention and Health Educational Materials for Industry, Home and Traffic Safety.
 Micro Switch, Freeport, Ill.
 "Microtrip"—Punch Press Safety Tripping Device.
 Milburn Company, Detroit, Mich.
 Protective Skin Cream and Plastic Coated Safety Clothing.
 Miller Equipment Co., Inc., Franklin, Ga.
 Safety Products for all Industries and Utilities.
 Mines Safety Appliances Co., Pittsburgh, Pa.
 Everything for Mine and Industrial Safety.
 Minnesota Mining and Mfg. Co., St. Paul, Minn.
 "Scotchlite" Reflex-Reflective Material and Safety-Walk "Wetordry" Non-Slip Surfacing.
 National Assoc. of Insecticide & Disinfectant Manufacturers, Inc., New York, N. Y.
 NAIDM Educational and Instructive Literature.
 National Medical Supply Co., Chicago, Ill.
 Industrial First Aid Equipment and Supplies.
 National Safety Council, Chicago, Ill.
 National Society for the Prevention of Blindness, Inc., New York, N. Y.
 Educational Material on Conservation and Utilization of Eyesight in Industry.
 Nulite Displays Co., New York, N. Y.
 Safety Signs that Glow in the Dark.
 Occupational Hazards, Cleveland, Ohio.
 Publishers.
 Oil-Dri Corp. of America, Chicago, Ill.
 Oil and Grease Absorbents, Anti-Slip Floor Coating.
 Onox, Inc., San Francisco, Cal.
 Onox Skin Toughener for Athlete's Foot Prevention.
 Overton, R. B., Company, Detroit, Mich.
 Packwood, G. H., Mfg. Co., St. Louis, Mo.
 PAX Safety Industrial Skin Cleansers and PAX Ob-Ser-Vision Soap Saver Dispensers.
 Patent Scaffolding Co., Inc., Long Island, N. Y.
 Safety Ladders, Suspended, Sectional. Tubular Steel Scaffolding and Sidewalk Protection Bridges.
 Peda Spray Co., Inc., New York, N. Y.
 Athlete's Foot Prophylaxis—Dispensers and Solution.
 Phister Manufacturing Co., Cincinnati, Ohio.
 Maintaining Air Pressure Vaporizing Liquid Fire Extinguishers.
 Positive Safety Mfg. Co., Cleveland, Ohio.
 Power Press-Guards.
 Protectoseal Company, Chicago, Ill.
 Fire Prevention Equipment for Flammable Liquids.

Pulmosan Safety
 Industrial Safe
 Racine Glove Co.
 Gloves, Appar
 Randolph Labor
 Dioxide Fire I
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 Road-A-Scope C
 Highway Safet
 Rose Manufactu
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 Alfred M. Be
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 Safety Apparel
 Salisbury, W. H.,
 Linemen's Rub
 Schrader's, A., Sc
 Pneumatic Pre
 Scott Aviation Co
 Scott Air-Pac a
 Sellstrom Manufa
 Face and Eye
 Spencer-Turbine
 Portable and
 Standard Safety I
 Industrial Safe
 Steel Scaffolding
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 Stephenson Corp.
 Resuscitation E
 Stonehouse Signa
 Accident Preve
 Sugar Beet Produ
 SBS Skin Clear
 Surty Manufactur
 Safety Applianc
 Taylor, S. G., Chu
 Iron and Steel

- Palmosan Safety Equipment Corp., Brooklyn, N. Y.
Industrial Safety Equipment.
- Racine Glove Co., Racine, Wis.
Gloves, Apparel, Protective Equipment. Leather, Asbestos and Steel Reinforced.
- Randolph Laboratories, Inc., Chicago, Ill.
Dioxide Fire Extinguishers.
- and Reece Wooden Sole Shoe Co., Chicago, Ill.
Reece Wooden Sole Safety Boots, Shoes and Sandals.
- Road-A-Scope Corp., Phoenix, Ariz.
Highway Safety Device.
- Rose Manufacturing Co., Denver, Colo.
Industrial Safety Equipment.
- Ruemelin Manufacturing Co., Milwaukee, Wis.
Sand Blast Equipment; Dust Suppression Equipment.
- Safety Clothing & Equipment Co., Cleveland, Ohio.
Protective Clothing and Equipment for Personal Protection.
- a-Slip Safety Engineering, New York, N. Y.
Alfred M. Best Co., Inc., Publishers of Safety Engineering and Best's Annual
Safety Directory.
- N. Y. Safety First Shoe Co., Holliston, Mass.
Safety Shoes for Men and Women.
- Sager Glove Corp., Chicago, Ill.
Safety Apparel for Industrial Use.
- Salisbury, W. H., & Co., Chicago, Ill.
Linemen's Rubber Protective Equipment.
- Schrader's, A., Son, Brooklyn, N. Y.
Pneumatic Press Controls, Valves, Cylinders and Associated Products.
- Scott Aviation Corp., Lancaster, N. Y.
Scott Air-Pac and Scott Demand Respirator.
- Sellstrom Manufacturing Co., Chicago, Ill.
Face and Eye Protection Equipment.
- Spencer-Turbine Co., Hartford, Conn.
Portable and Stationary Vacuum Cleaners and Dust Collecting Apparatus.
- Standard Safety Equipment Co., Chicago, Ill.
Industrial Safety Equipment.
- Dis-Steel Scaffolding Co., Inc., Brooklyn, N. Y.
"Trouble Saver" Steel Scaffolding.
- ewalk Stepan Chemical Co., Chicago, Ill.
A Dermatologically Correct Skin Cleanser Adaptable for Plant-Wide Use.
- Stephenson Corp., Red Bank, N. J.
Resuscitation Equipment.
- Stonehouse Signs, Inc., Denver, Colo.
Accident Prevention Signs.
- Sugar Beet Products Co., Saginaw, Mich.
SBS Skin Cleansers and Cleaner.
- Surty Manufacturing Co., Chicago, Ill.
Safety Appliances for Machines and Underfoot Hazards.
- Taylor, S. G., Chain Co., Hammond, Ind.
Iron and Steel Welded Chain of all Descriptions.

- Tennant, G. H., Co., Minneapolis, Minn.**
Industrial Floor Machines for Dry Cleaning; Power Sweepers and Floor Maintenance Supplies.
- Titan Safety Shoe Co., Boston, Mass.**
"ALIV" Safety Shoes for Distribution Direct to Industrial.
- Trimont Manufacturing Co., Boston, Mass.**
Forged Steel Safety Tools.
- Trinal, Incorporated, Chicago, Ill.**
"Safeet" Protection for the Metatarsal Arch.
- United Laboratories, Inc., Cleveland, Ohio.**
Plastic Rock Flooring Materials.
- United States Safety Service Co., Kansas City, Mo.**
Eye Protection, Enteric Coated Salt Tablets, CO-Indicators.
- Universal Manufacturing Co., Zellenople, Pa.**
Tubular Scaffolding, Ladders, Threadless Pipe Fittings, Towers.
- Univis Lens Co., Dayton, Ohio.**
Eye Protection Equipment.
- Up-Right Scaffolds, Berkeley, Cal.**
Up Right Scaffolds.
- Wallace Optical Co., Detroit, Mich.**
Eye Protection Devices.
- Watchemoket Optical Co., Inc., Providence, R. I.**
Safety Equipment and Industrial Eye Protection.
- Waverly Petroleum Products Co., Philadelphia, Pa.**
Oil Absorption Materials.
- Weaver Manufacturing Co., Springfield, Ill.**
- Welsh Manufacturing Co., Providence, R. I.**
Industrial Eye Protection Products.
- West Disinfecting Co., Long Island City, N. Y.**
Disinfectants, Deodorants—Products for the Promotion of Sanitation.
- Wheeler Protective Apparel, Inc., Chicago, Ill.**
Industrial Protective Apparel.
- Wiesman Manufacturing Co., Dayton, Ohio.**
Safety Guards for Power Presses and Guide Pin Covers for Die Sets.
- Wilkins Company, Cortland, N. Y.**
K-Lens-M Products, K-Lens-M Dispenser Cabinets, K-Lens-M Lens Cleaner, K-Lens-M Lens Tissues.
- Williams Jewelry & Mfg. Co., Chicago, Ill.**
Safety Awards, Badges and Trophies.
- Willson Products, Inc., Chicago, Ill.**
Industrial Goggles, Gas Masks, Helmets and Respirators, and Allied Safety Devices.
- Wyandotte Chemicals Corp., Wyandotte, Mich.**
Absorbents.

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