

C. L. RICE, Chicago Safety Council.
 DR. A. D. RISTEEN, The Travelers Insurance Company.
 JOHN ROACH, Chemical Section.
 CHAS. J. ROH, Newark Safety Council.
 TOBIAS ROTH, Rochester Safety Council.
 JOHN RUSSELL, JR., Construction Section.
 G. E. SANFORD, General Electric Company.
 HENRY G. SCHAFFNER, Erie Safety Council.
 OTTO SCHENK, Wheeling Safety Council.
 ROBERT L. SCHMITT, Metals Section.
 CHARLES B. SCOTT, Bureau of Safety.
 GEN. JOHN H. SHERBURNE, Massachusetts Safety Council.
 DR. L. A. SHOUDY, Bethlehem Steel Company.
 ERNEST L. SIMONDS, New Haven Safety Council.
 GEORGE P. SINGER, Reading-Berks County Safety Council.
 OLIVER T. SKELLET, Safety Division, St. Paul Association.
 CHARLES F. SMITH, Rubber Section.
 C. W. SMITH, Standard Oil Company (Indiana).
 E. J. SMITH, Power Press Section.
 H. S. SMITH, ASSE—Engineering Section.
 R. T. SOLENTEN, Accident Prevention Equipment Manufacturers' Section.
 E. C. SPRING, Lansdale, Montgomery Co., Pa.
 GEORGE R. STEPHENS, The Safety Bureau, Buffalo Chamber of Commerce.
 ETHELBERT STEWART, Washington, D. C.
 CAPT. STORCK, Automotive & Machine Shop Section.
 CIPRIUS S. STORRS, United Railways & Electric Co.
 ALFRED H. SWAYNE, General Motors Corporation.
 JOHN H. TAYLOR, Birmingham Safety Council.
 HENRY D. TEFFT, Meat Packing, Tanning & Leather Industries Section.
 NORMAN F. TITUS, Hudson County Safety Council.
 ARTHUR M. TODE, Consulting Marine Engineer.
 W. D. TURBETVILLE, San Antonio Safety Council.
 WILLIAM F. VERCH, Rahway Safety Council.
 VINCENT WAKEFIELD, Kansas City Safety Council.
 GEORGE H. WARFEL, Union Pacific Railroad Company.
 DR. CASSIUS H. WATSON, American Telephone & Telegraph Company.
 HARRY M. WEBBER, Illinois Bell Telephone Company.
 CARROLL V. WELLS, Delivery, Taxicab & Bus Section.
 ALBERT C. WHITE, JR., Springfield Safety Council.
 W. L. WHITE, JR., Cement Section.
 S. E. WHITING, Liberty Mutual Insurance Company.
 A. H. WHITNEY, National Bureau of Casualty & Surety Underwriters.
 W. H. WINANS, Union Carbide & Carbon Corporation.
 C. T. WINGGAR, Detroit Industrial Safety Council.
 DR. C.-E. A. WINSLOW, Yale Medical School.
 J. M. WOLTZ, Youngstown Sheet & Tube Company.

Council Purposes and Policies

The fundamental purpose of the National Safety Council is to conserve human life. It seeks this goal through a continuous campaign of accident prevention that is nationwide in scope, applies to all lines of hazardous activity, and directly or indirectly reaches our entire citizenry. It is a non-profit organization, non-sectarian, and free from political affiliations. Since its organization in 1913, it has won respect as an essential national institution.

Inseparable from accident prevention is the Council's work in improving health conditions and preventing vocational diseases in American industry.

Today there are 4,000 members, representing every state in the Union, and many of the Canadian Provinces. There are 500 foreign members. The membership includes industrial corporations, firms, individuals, public officials, schools, chambers of commerce, clubs and civic organizations. About 70 per cent are industrial concerns, including the big steel companies, the oil companies, most of the railroads in the United States, the automotive industry, and others of outstanding importance in our national industrial field.

Thus the National Safety Council is like a fruitful tree with many branches and firmly imbedded roots that reach out in all directions, lending strength and permanence to the organized safety movement.

Pioneering in Safety

The history of the Council is an absorbing story. Unfortunately it cannot be detailed here. Suffice to say that the First Co-Operative Safety Congress was held under auspices of the Association of Iron and Steel Electrical Engineers in Milwaukee, in 1912, and, as a result, the National Safety Council was organized in New York the following year with fourteen members. During the first year the membership increased to 971.

The pioneers of American safety went to work on the sound premise that accidents were an unnecessary part of our social order and that through application of proper remedial measures they could be avoided. They set about to nationalize this theory, and to develop the detailed methods and materials through which accidents could be prevented. The members of the organization now are more than ever convinced that accidents are unnecessary and that they can be and are being prevented. Striking examples of reductions in many different fields during recent years prove this contention.

Results of Organized Safety

Since the National Safety Council was organized in 1913, the national accident death rate in all fields excepting motor vehicle has been reduced 40 per cent. The motor vehicle accident problem is a comparatively new one, yet there are evidences of progress. Recent studies show that accidents among commercial vehicles have decreased; that grade crossing tragedies have considerably decreased during recent years; that deaths of school children have decreased; that deaths in states having effective license laws with centralized administration and in cities having community safety councils have increased much less than in other states and cities; that deaths to pedestrians of all ages throughout the country increased very slightly last year. These facts indicate the engineering, educational, and legal remedies for the highway accident problem are producing results where conscientiously applied.

Since the National Safety Council started as an industrial safety organization, the best results are to be expected in this field. Here spectacular achievements have been made. The steam railroads, for instance have reduced accidents among employees 74 per cent during the past 11 years. A group of our largest steel industries have