

TRANSACTIONS

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33rd NATIONAL SAFETY CONGRESS



**General Subject and
Industrial Sessions**

CHICAGO

October 3-5, 1944

National Safety Council, Inc.

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Foreword

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VOLUME I

THE Transactions of the 33rd National Safety Congress and Exposition of the National Safety Council are published in two volumes. Volume I contains the General Subject and Industrial Section sessions. Volume II contains the Traffic, Commercial Vehicle, Transit, School and College, Home, and Farm Safety sessions.

The Transactions are a record of the proceedings of the Congress, condensed and edited for reference purposes. They are therefore an abridged version of the papers and discussions. The original manuscripts, some of which have drawings and charts too expensive to reproduce here, are available in the files of the National Safety Council.

The National Safety Council, at its Congresses, seeks to eliminate from discussion matters which are not pertinent to the aims of the Congress, or which may be contrary to the Council's policies. However, it cannot accept responsibility for all views expressed, either in the discussions of the Congress itself or in this record of them.

Extra copies of Volume I may be obtained by Council members at \$2.50 each. The price to non-members is \$5.00 each. Extra copies of Volume II are \$1.25 each.

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THE NATIONAL SAFETY COUNCIL, INC.
20 North Wacker Drive
Chicago 6, Illinois

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Using the Transactions

Each edition of these Transactions is a library of safety experience. Hundreds of men and women—leaders in industry, transportation, insurance, and governmental agencies—give the best of their knowledge and background to the cause of accident prevention at the Annual Safety Congress.

This knowledge and experience, accumulating year after year, is of great value to progressive industrialists and businessmen.

Plan of Arrangement

Safety ideas, topics, and problems, as well as personalities important in the field of safety, can be found by reference either to the *Table of Contents* or to the *Index* at the end of the volume.

The *Table of Contents* lists (a) General Sessions, (b) Subject Sessions dealing with problems common to many industries, (c) Industrial Section meetings.

Subject Sessions and Industrial Sections are arranged alphabetically. In the body of the book the several meetings of each Industrial Section are printed as they appeared in the daily time schedule of the original program.

The detailed alphabetical *Index* makes it easy to find specific safety material. It lists hundreds of items in three ways: (a) subjects discussed, i.e., absenteeism, dusts, safety shoes, welding; (b) speakers in the case of formal papers. Speakers' names are printed in italics; (c) Industrial Sections, i.e., Chemical, Construction, Food, Marine, etc. Under each Industrial Section are listed the subjects of its complete program.

Use the Transactions . . .

... To solve accident problems of foremanship, protective clothing, dermatitis, welding operations, ventilation, substitute materials, and many others.

... To aid in meeting such special war problems as off-the-job accidents, war conservation of personal protective equipment, wartime fire protection, and women in war industry. These subjects receive special emphasis in these Transactions. The Early Morning Sessions (Man to Man on the Job) stress the proper approach to employee training problems faced by all expanded industries.

... To obtain speech-making materials for the safety director or business executive who plans to speak on accident prevention. In addition to facts and authoritative opinions, this book contains many splendid examples of safety talks which can be used as guides or models. In addition, much of the material can be used in local publicity, plant publications and bulletin board announcements.

... To learn the points of view held by the leaders of the safety movement. These leaders, as officers or members of the Council's Industrial Sections, or as public officials, contribute ideas which can be used in the organizing of safety programs.

... To gain a better understanding of the National Safety Council's services and the national safety program. A survey of the material contained in the Transactions will supply the reader with increased knowledge of the growing power of the safety movement and of the means by which this power is expressed.

Annual Meeting of Members

TUESDAY MORNING SESSION

October 3, 1944

The 1944 Annual Meeting of members of the National Safety Council was held in the Grand Ballroom of the Sherman Hotel, Chicago, on October 3, with John Stilwell, President, presiding.

Following the singing of the national anthem, President Stilwell 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 Stilwell said that in April, 1944, he had appointed a Committee on Constitution and By-Laws Revision, consisting of C. W. Bergquist, Chairman, James L. Fieser, Walter S. Paine, and Leslie J. Sorenson. After referring to the committee's careful studies and extensive discussions during the intervening months, President Stilwell called upon Mr. Bergquist for the committee report.

Mr. Bergquist stated that at its meeting on April 30, 1944, the Council's Policy Committee voted favorably on the proposition that there should be established, as part of the Council's official structure, a group of business and civic leaders who would be concerned with general policies relating to financing and public relations. The Revisions Committee was given the task of determining what changes would be necessary in the Constitution and By-Laws to effectuate this proposal, and was also asked to consider any other desirable changes.

The Committee presented its recommendations to the Executive Board on July 31, 1944, and they were approved unanimously. The proposed changes were then printed and distributed to members of the Council on August 3, 1944, preparatory to presentation at the Annual Meeting. (Note. Those present at the Annual

Meeting were supplied with the printed leaflet distributed on August 3.)

After briefly stating the reasons for the proposed changes, Mr. Bergquist moved the adoption of the Constitutional revisions. The motion was seconded and there was no discussion. The Secretary reported that 4,854 proxy votes had been cast in favor of the adoption of the Constitutional amendments, and eight votes against. President Stilwell called for an expression from those in attendance at the meeting, and there were no dissenting votes. He thereupon declared the Constitutional changes adopted.

Mr. Bergquist further stated that certain changes in the By-Laws developed by his committee, to parallel the Constitutional changes, would require passage by the Board of Directors. He suggested that a vote be taken which would be in the nature of a recommendation from the Annual Meeting to the Board of Directors, advocating approval of the By-Laws changes. This action was taken without dissenting vote.

(Printed copies of the Constitution and By-Laws, as revised, are available to all members of the Council.)

President Stilwell called for the report of the Nominating Committee, which consisted of the following: C. W. Bergquist, Chairman, Dr. D. B. Armstrong, J. I. Banash, R. H. Ferguson, G. A. Heuser, J. Willard Lord, Carl L. Smith, Theodore F. Smith, C. E. Wooliever.

Mr. Bergquist reported in behalf of the Nominating Committee, stating that his committee would make nominations under the provisions of Section 19 of the Constitution, as revised. He then announced the committee's nominations for Trustees, Directors, Executive Board members, and Officers. There were no other nominations. The Secretary an-

nounced that 4,882 proxy votes were cast in favor of the slates presented by the Nominating Committee. Those at the meeting also voted without dissent in favor of the nominations as presented. President Stilwell thereupon declared the election of those proposed by the Nominating Committee.

A list of the Council's Trustees, Directors, Executive Board members and Officers is printed on pages iv to x of this volume. Of these, all but the Trustees were nominated and elected at this meeting for a one-year term. Among the Trustees, the following were elected at this meeting for a 3-year term: Winthrop W. Aldrich, James B. Black, S. Bruce Black, Morgan B. Brainard, Kenneth B. Colman, Walter J. Cummings, Francis J. Gavin, William M. Jeffers, William A. Simpson, Juan T. Trippe, C. E. Wilson.

The following Trustees were elected at this meeting for a 2-year term: Lawrence D. Bell, John W. Carpenter, H. P. Liversidge, Harry C. Weiss. The following Trustees were elected at this meeting for a 1-year term: Melvin H. Baker, Frederick G. Crawford, R. R. Deupree, John Gunn. The President of the Council is a Trustee, ex-officio. The remaining Trustees continue in office from previous elections.

In nominating Mr. Dearborn for the presidency, Mr. Bergquist referred in the highest terms to the services rendered to the Council by John Stilwell during his tenure as President. He referred to the great amount of time Mr. Stilwell has given to the work of the Council and to the fact that the Nominating Committee felt it extremely difficult to find anyone to succeed him who, on a voluntary basis, could contribute a similar amount of time and energy.

Mr. Bergquist then referred to the outstanding qualities of leadership exhibited by Mr. Dearborn since his election as Executive Vice-President, and concluded by stating that his committee, after careful consideration, wished to recommend

Mr. Dearborn for the Presidency. He also stated that the Executive Vice-President, under the new Constitution, is elected by the Board of Directors, and it was anticipated that Mr. Dearborn would be selected for that office at the first Directors' meeting. (Note: This action was taken at the Board of Directors' meeting Tuesday afternoon, October 3.)

Mr. Stilwell expressed his high regard for Mr. Dearborn and his belief in the wisdom of his selection as President. Mr. Dearborn thanked the members of the Council for the confidence thus expressed in him and emphasized the need for a united effort on the part of all Council members if further gains are to be achieved in the war on accidents.

Mr. Stilwell reported that at the Executive Board meeting on October 2nd Mr. William A. Irvin had been elected to honorary life membership in the Council. He read a statement summarizing the services of Mr. Irvin to the National Safety Council and to the safety movement, as Chairman of the War Production Fund to Conserve Manpower, and as Chairman of the Trustees, and it was voted that this statement be transmitted to Mr. Irvin.

Mr. Stilwell announced a meeting of the Board of Directors at 3:00 p.m., October 3rd, and a meeting of the Executive Board at 10:00 a.m., October 4, both in the Sherman Hotel.

The remainder of the program consisted of the following addresses: "Five Years of Far-Reaching Progress," the report of the President; "Humans Must Be Humanitarians," the report of the Executive Vice-President; "Safety and the Home Front," by Theodore F. Smith; "The Importance of Safety to Women and the Importance of Women to Safety," by Margaret Culkin Banning. All four addresses are included as a part of these Transactions.

R. L. FORNEY
Secretary

This address as you with sense staunch also, vization which other And, this of

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Five Years of Far-Reaching Progress

By JOHN STILWELL

Retiring President, National Safety Council

This is the last occasion on which I will address this Annual Meeting of members as your President. I come before you today with mixed emotions. First of all, a keen sense of appreciation and gratitude for the staunch support you have given me. I come also, with some sense of relief, in the realization that I can relinquish my duties, which have sometimes seemed heavy, to other and probably more competent hands. And, finally, with some sadness in leaving this office.

Many changes have occurred since you first elected me President — world-wide changes, changes in our national life, changes in the Council, changes in you and me. I should like to review some of those changes with you.

For the Council, I believe, there have been many changes for the better—that much progress has been made. Credit for this progress must go to all our officers, Board and Committee members, and to the thousands of individual members who have lent a hand. Personally, I have made many proposals and have urged many new things. I conceive that that is what you expect your President to do. I would be the last to claim that everything I have proposed has been right and that every plan undertaken has succeeded 100 per cent. I do think, however, that in auditing the books, we are very far over on the right-hand side of the ledger. Naturally, I hope you think so, too.

You first elected me President in the fall of 1939, little more than a month after the Nazis crossed the Polish border and started World War II. What world shaking events we have seen since then! The crushing of Poland, of Holland and Belgium. The Blitz through France. Dunkirk. The crucial air battle over England. Germany's break with Russia. Pearl Harbor. El Alamein. Stalingrad. The battle across North Africa. Midway. Guadalcanal. Burma. Sicily. Italy. D Day. Cherbourg. Paris. Verdun. The borders of the Reich.

Every name calls up vivid memories to your minds and mine. Through it all, the

National Safety Council has been growing, changing, moving forward; helping war industries to meet new problems; striving to conserve manpower; cooperating in mammoth safety programs in the armed forces.

The President's Proclamation in 1941, calling upon the National Safety Council to re-double its efforts for accident prevention as a vital part of the war effort was a turning point in the Council's history. It led to the formation of the War Production Fund to Conserve Manpower through which powerful business and industrial interests in all parts of the country were enlisted behind the undertaking and financial support to the extent of \$2,250,000 was obtained. And this led to an expansion of our organization and our program that has broadened the whole outlook of the Council and of the safety movement in America.

There is one fundamental thing we have done to which everything else, in my opinion, is secondary. We have succeeded in changing the National Safety Council from a membership organization to a truly national public service organization—the national coordinator and the national symbol of safety. This change has come about only because of the support, financial and otherwise, which has been given to the Council through its Trustees and through the business and industrial interests that have joined in establishing the Council's Public Service Program.

And this support has been made possible only by the progressive strengthening of the Council's volunteer leadership. Today, through its Board of Trustees and their friends and connections, the Council has associated with it many of the most influential business men and industrialists in the country. And the process of widening and strengthening our relations with such leadership is still going on—and must continue to go on, if we are to keep on growing, or even if we are to hold the gains we have made. An example of the progress being made in this direction is found in our new Trustees. Let me read you the names of the men who have accepted our invitation

to augment our distinguished Board of Trustees by becoming new members of that group:

- Melvin H. Baker, President, National Gypsum Company
 Lawrence D. Bell, President, Bell Aircraft Corporation
 James B. Black, President, Pacific Gas & Electric Company
 S. Bruce Black, President, Liberty Mutual Insurance Company
 John W. Carpenter, President, Texas Power & Light Company
 Kenneth B. Colman, President, J. M. Colman Company
 Frederick C. Crawford, President, Thompson Products, Incorporated
 Walter J. Cummings, Chairman of Board, Continental Illinois National Bank & Trust Company
 R. R. Deupree, President, Proctor & Gamble Company
 Francis J. Gavin, President, Great Northern Railway Company
 John Gunn, President, Employers Mutual Insurance Company
 William M. Jeffers, President, Union Pacific Railroad
 H. P. Liversidge, President, Philadelphia Electric Company
 William A. Simpson, President, William Simpson Construction Company
 Juan T. Trippe, President, Pan-American Airways, Inc.
 Harry C. Wiess, President, Humble Oil & Refining Company
 C. E. Wilson, President, General Motors Corporation

Another example of the progress in the same direction is the recommendation of your Executive Board that a new Board of Directors made up of business and civic leaders, and to be given responsibility for finance and general public relations be established. These men would be in a position to supplement the work both of the Trustees and of the Executive Board and would, in my opinion, enhance the Council's prestige and effectiveness in every part of the nation.

Still another example is the progress we are making toward obtaining from the Fed-

eral Congress a National Charter, making the Council the officially recognized private agency for dealing with the country's accident problem. A resolution, proposing such a charter, has recently been introduced into both Houses of Congress and there is every reason to expect favorable action in the near future.

At this point I want to say that for the continuing task of developing sound and cordial relations with the most important people in the country—and, in my opinion, the entire future of the Council as a major national organization depends upon that task—we could have no better man than Ned H. Dearborn. I told you last year that Mr. Dearborn had shown himself to be an administrator of exceptional ability, with a special talent for winning confidence and friends for the Council among people in all walks of life. I now tell you, after having seen him, at first hand, win the confidence, respect and liking of heads of the greatest business and industrial enterprises on this Continent, that his ability to build sound relationships extends to the top brackets of our social and economic leadership.

The significance of the developments since 1939 will be obvious through a simple comparison. In 1939 the National Safety Council had a total budget of \$850,000. Our 1944 budget amounts to \$2,300,000. This difference represents in large part the support of safety-minded industries which have recognized the need for a national safety program over and above the purely membership services which constituted most of the Council's program in the past.

I hasten to add that this increased financial support is only half the story. The same men and the same companies which have helped financially have also helped enormously with their interest and their influence. As a result of that type of support, safety holds a place today in the minds of business men, of government officials, and of the average man and woman far beyond what existed five years ago. Where one person was conscious of the safety movement five years ago, I believe it is fair to say that 100 are conscious of the movement today.

In giving credit for this accomplishment I must single out, as I did last year, one man who has done more than anyone else in throwing the strength of business ex-

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ecutives behind our program. That man is William A. Irvin, Chairman of our Board of Trustees. He has been a tower of strength to me, to all your officers, and to the entire program of the Council.

Though many significant things have been done in these recent years to make our program truly national, one of the more important has been the establishment of four regional offices—in New York, Chicago, San Francisco, and Atlanta. I know that if there were time, many of you, from widely scattered parts of the country, would testify to what these offices have meant in your regions. They have focused attention on safety in areas where there was little attention before. They have served as centers of safety information. They have greatly stimulated the development of new community safety organizations and have aided existing organizations. No longer is the National Safety Council remote from any part of the nation; no longer is the Council in danger of being considered "just an office in Chicago."

A major activity in the regional offices has been the time and attention devoted to increasing the number of community and state safety organizations. The effects of this work have long since been felt. Up and down the West Coast, in the Southwest, in the Middle West, and on the Atlantic seaboard, strong community safety organizations have been developed and existing ones have been strengthened. This cannot fail to have a long-range influence of the greatest importance.

In the past five years, particularly during the past two and one-half years, we have entered fields of activity that were almost entirely new. For example, we have developed policies, programs, and staffs in the important fields of Home and Farm safety. In both of these fields aggressive work has been done to secure the interest and active cooperation of influential organizations, to develop sound educational materials, and to plan long-term engineering improvements. The groundwork has been laid. We now have a remarkable opportunity to influence accident experience in these fields.

We have done some more path-breaking in the field of women's activities. Until two years ago, I believe few of us had any conception of the part which women could

and should play in accident prevention. Now, safety is being incorporated into the programs of women's organizations numbering millions of members. The influence which women can exert in home safety, farm safety, and in other fields, promises much for the future.

During the past five years, the Council's organizational structure has been greatly strengthened. Our Sections have been given an important and key position in governing the accident prevention work of the organization. Our affiliated local councils have been grouped into a Conference of Local Safety Organizations, making possible a regular channel for getting the joint opinions of community and regional safety organizations into the development of our over-all policy and program.

Our Public Service Program, made possible through financial and other support the Council has obtained, has entailed a considerable enlargement of our Headquarters Staff, as well as the development of the regional staffs.

I am confident that anyone listening to a recital of these changes will agree that they are significant. A 170 per cent increase in budget, a 20 per cent increase in membership, a 75 per cent increase in staff.

Here are some outstanding facts about the National Safety Council that will emphasize its development:

Members, 5,879.

Expenditures during 1944. (Estimates for 12 months based on 8 months' experience.) Membership Service Program, \$1,135,000. Supported by income from membership dues and sale of materials. Public Service Program, \$775,000. Supported by contributions.

Reserve for Unfulfilled Membership and Service Contracts, \$284,496.

Reserve for Post-War Readjustment, \$245,000.

Reserve for Continuance of Public Service Program, \$150,000.

Staff, 249. Chicago Headquarters Office, 216. Regional Offices, 33.

Monthly circulation of eight Council magazines, 735,000.

Safety posters distributed—12 months, 11,500,000.

Community and state safety councils and

chapters, chartered by the National Safety Council, 63.

Total budget for all chartered safety councils and chapters—estimated for 1944, \$1,134,000.

And what about the results of all this expansion? Well, here are some examples as reported to us:

A 68 per cent cut in accident frequency and estimated savings of 400,000 man-days of production among 300,000 employees of Army Air Service Command.

A 16.9 per cent reduction in accident frequency among about 1,500,000 workers in 300 Navy and contract shipyards, and savings of 5 million man-hours and 6 million dollars in production was effected in Gulf Coast shipyards alone.

A 61 per cent cut in off-duty accidents among service men leaving Army Sixth Service Command posts on pass or furlough in month following distribution of off-the-job safety pamphlet.

A 26 per cent drop in accident frequency and 41 per cent in severity in various explosives plants.

15 to 55 per cent reductions in railroad grade-crossing accidents in 8 of the 9 states where special program has been put in operation thus far.

Reduction of training accidents to point where Army Air Forces are training 95 out of 100 pilots without injury of any kind.

Injury rates held constant, despite increasing employment and inexperienced workers, in several thousand plants making materials for Army, under supervision of Office of Provost Marshal General.

A 21 per cent reduction in home accident deaths in city of over a million population.

15 to 31 per cent reduction in farm accident work deaths in important agricultural states.

In the light of these examples, I think it fair to say that a good many lives and a great many millions of dollars, that otherwise would have been lost, have been saved.

We feel some satisfaction because the National Safety Council now has an annual budget of \$2,300,000, compared with \$850,000 which it had five years ago. And while we hope that no depression will follow this

war, we can also feel some satisfaction that we have reserves of \$836,000 for meeting service contracts, carrying on research, continuing non-income producing activities, making post-war readjustments and conducting general operations.

When you stop to realize that the present budget represents less than two cents annually for each person in the United States, you can see the task we have before us. The fact is, of course, that the National Safety Council, in itself, can do only the smallest fraction of the safety work that must be done for effective results. It is up to other organizations and interests—national and local—business and civic—large and small—to carry the message of safety down to the individual citizen.

Experience shows that a city or a business concern can hold accident rates down—far below national experience—for extended periods of time. But experience also shows that any lapse of interest or effort will permit the accident rate to sky rocket upward—usually much more rapidly than it came down. The hope of the national safety movement, therefore, lies in two things: First, getting more organizations of all kinds to understand what needs to be done and to keep individuals in their sphere of influence from having accidents and, second, to do those things continuously, permanently, and without those lapses of interest which are sure to spoil the record.

In other words, to paraphrase a very famous saying, we know that some of the people have excellent safety records some of the time. The job of the safety movement is to get more and more groups of people—industries, cities, states—to establish good safety records more and more of the time.

The safety movement and the National Safety Council have, in my judgment, achieved a firm place among the truly important elements in our national life. With all humility, I hope that as your President I may have contributed something to that achievement. Although I am leaving the Presidency, I am most emphatically not leaving the National Safety Council. I have not the slightest doubt about the continued growth and the continued success of our organization. I pledge you that, in whatever role seems appropriate for me, I shall be working toward that end.

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Humans Must Be Humanitarians

By NED H. DEARBORN
President, National Safety Council

"There are few periods of profound change in man's life in recorded history. I believe we are in an early stage of such a change. No one with courage and good will should fear for the future." The foregoing words are quoted from the last letter written by my son, a young American army flier, to his wife before he was killed in action over Germany.

The course of civilization for generations to come probably will be determined during the months and years immediately ahead of us. Whether that course will be determined wisely or unwisely will depend partly upon the understanding and goodwill of those who frame foreign policies, negotiate treaties, arrange trade relations, design economic plans. But it will also depend—and to a far greater extent—upon the loyalty of you and me and people like us all over the world to the beliefs and hopes and ideals that are now taking shape in our hearts and minds.

For out of the sacrifices and agonies of this global war certain profound and simple truths have emerged with unprecedented clarity. And it is upon the recognition and acceptance of these truths by men and women everywhere that the future of the world ultimately depends.

One of these truths, which has been written for us in the blood of thousands of sons, is that certain fundamental decencies of civilized life are rooted in soil much deeper than mere convention and must be regarded as intensely practical necessities in the scheme of the world of tomorrow. Whether these decencies have to do with the relations of nation to nation, citizen to state, individual to society, or man to fellow man, they are integral and essential parts of any rational pattern of civilized existence.

One of the really distinguished statesmen and scholars of our time, Jan Christiaan Smuts, recently said: "Neighborliness, the 'good neighbor,' are not only ethical concepts but are rapidly becoming economic, political and international con-

cepts and standards of human behavior which we violate at our peril."

That is still another way of saying that, the forces which have made total war possible have made the lot of mankind indivisible, and humans must also be humanitarians, if a civilized society is to endure in this modern world. This, I believe—the inescapable necessity of humanitarianism in all our affairs—is the greatest truth to be taught us by the war. And unless we—you and I and people everywhere—learn this lesson, all the efforts expended on foreign policies, treaties, trade pacts and economic programs will, in the end, come to nothing. For this lesson affects not only men's liberties and ways of living, but the very foundations of human existence on this earth.

It makes unmistakably clear the fact that unless a better adjustment is brought about in man's relations to man and in his relations to the complex environment he has built for himself, his lot on this earth will become increasingly unenviable. In the light of this fact, the reduction of death, injury and suffering through the better adjustment of man to his modern environment, assumes a new significance, as an essential function in the scheme of tomorrow's world. And, certainly, no function could be more directly concerned with this objective than is that of accident prevention.

For, essentially, the task in which the National Safety Council—and that means all of us here and thousands of others throughout the country—is engaged is that of integrating safety into the daily lives of 130 million people. In its broadest sense, this means making safety as much a part of individual life as brushing the teeth, washing the hands, keeping well, eating three meals. It means making safety as much a part of community life as public health service, municipal playgrounds, police protection, sewage disposal, cleaning the streets. It means making safety as much a part of state life as

highway maintenance, welfare service, care of the mentally ill. It means making safety as much a part of national life as soil conservation, social security, flood control.

All of this implies an acceptance of safety by the individual, by the community, by the state and by the Nation as an integral part of the pattern of daily life. To gain such a degree of acceptance, we have taken—and are continuing to take—many steps of far-reaching importance. We are extending and improving our programs of industrial, small plant, off-the-job, traffic and transportation, home, farm and school safety. We are, through our regional field organizations here and in New York, San Francisco and Atlanta, organizing new community councils and developing new relations with old ones to the end that a country-wide network of safety organizations, functioning as a coordinated whole, should be a reality within the next few years.

We are laying the foundations for a permanently sound financial structure, through memberships and distribution of materials, cooperative arrangements with community councils, self-supporting program activities, subscribed support from large business and industry—and, eventually, individual subscriptions such as dollar memberships. We are seeking, and obtaining, the cooperation of public and private agencies and volunteer groups and organizations of practically all varieties in carrying out programs of accident prevention. We are bringing the importance of safety to public attention, on an unprecedented scale, through the newspapers, magazines, motion pictures and radio. And we are gradually enlisting more and more of the most influential men and women in the social, economic and public life of the country behind our efforts.

These are all steps toward meeting the basic requirements for accomplishing the immense task we have set for ourselves. For if safety is to be integrated into our

Nation's daily life, the most important people, the most powerful interests, the most influential organizations and media for shaping opinion, and every safety agency, governmental and private, in the country must be behind the effort.

We know that we have proved methods of preventing accidents already available. We know that we have, within the safety movement, the technical knowledge and professional skills for reducing industrial, home, farm, school and public accident losses to a fraction of their present size. We know that we are unendingly enlarging this knowledge, perfecting these skills, developing and improving program activities. These phases of our job will never be finished, but they are well in hand, under full control.

The real problem now facing us is that of gaining nationwide acceptance of safety as a part of the design of daily living. I say that problem can be solved and I say this because of the tremendous strides that have been made in recent years toward its solution. And upon our success in solving this problem the prevention of thousands of deaths and millions of injuries, and the saving of billions of dollars depend.

Those who have lost sons or other loved ones in the war have at least the pride of knowing that they gave their lives for a cause as big as human freedom. But no death is so pointless, so brutal, so wholly devoid of compensations for survivors as is death by accident.

We of the National Safety Council are now engaged not only in an undertaking of enormous social and economic importance, but also a great new humanitarian movement to prevent untold suffering and sorrow. To such a movement, at this time, I think we all can and must wholeheartedly re-dedicate ourselves. It is a movement that will yield cumulative returns in benefits to others and satisfaction to us—next year, and the next, and next, and next. . . .

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Development of Safe Attitudes

By THEODORE F. SMITH

One of the changes we are likely to see follow this war will be increased emphasis on learning how to live together not only as different nations, but also as different individuals and different groups. If that change occurs, it inevitably will mean increased emphasis on such factors as health and safety in our social setup and an insistent demand for incorporating such factors in daily life.

Certainly the development of safe attitudes and safe habits is a part—and an important part—of this learning process, and wholly in line with the demand for better ways of living that we may expect to follow this war.

To my mind the fact that we are permitting accidents each year to kill about 100,000 people and injure about 10,000,000 more in this country is just as much a symptom of backwardness in human relations as is the gap between the quality of thought put into the development of modern implements of war and the quality of thought put into past plans for preventing war. Fundamentally, our failure to reduce accidents to the point of virtual elimination and our failure to adjust our international affairs so that two world wars would not occur in as many decades are of the same nature. Both are failures to keep pace in our human relations with our progress along other lines.

It is in the light of this basic conception of the situation that I wish to discuss the safety movement as such. In this light, I shall try to summarize for you my views on the nature of some of the problems facing the National Safety Council and the scope of the task that lies ahead.

First, I believe that accidents today occur only because we permit them to occur. I don't mean, of course, that you and I, or anybody else, voluntarily permit accidents or are consciously indifferent to their occurrence. What I mean is that we have enough technical "know how" available to cut accidents almost to the vanishing point tomorrow, if we, as a whole people—an entire population—would seriously decide to do so. I am sure that the great majority of you here could definitely guaran-

tee promptly to reduce accidents nearly to zero in any given situation, if you could get 100 per cent cooperation in your recommendations and 100 per cent observance of your rules and regulations. Generally speaking, you know what to do to prevent accidents. How to get it done—how to get the necessary cooperation and observance—is the big problem. And that brings us right back to the human element—the factor of human relations—the big problem of the entire safety movement. And that, in turn, brings us to the necessity of thinking of the accident problem as a whole, as a situation concerning all of us, and in connection with which all of us have responsibilities.

Like a high disease rate, this problem is a symptom of social backwardness. Like a high disease rate also, it can be dealt with effectively only through collective action. You can't get at and correct the basic human causes of accidents by limiting the responsibility of every company, every community, every separate field of interest to its own accident situation, any more than you can get at and eradicate the cause of typhoid by leaving to every individual and every family the responsibility of looking out for themselves.

That is why I believe it is necessary for us to learn to think of safety as a matter of public concern. In the past we have not done this.

Concerned with All Accidents

Instead of thinking of the accident problem in terms of the public interest, most of us have been accustomed to thinking of it in terms of our own special fields of interest. Those of us in industry have thought of the problems in our own plants, as they affected our own workers, our own efficiency, our own profits. Those concerned with traffic have confined their thinking to their respective sphere. We have divided the accident problem into various separate fields of responsibility and interest, and have divided our thinking accordingly. Accidents occurring outside our territory have been others' responsibilities. In our planning, we have by-passed the fact that

in a society in which all of us are constantly exposed to the potential carelessness of others, the over-all accident problem directly concerns each of us. And we have given little weight in our thinking to the fact that in our modern industrial system our own production schedules are affected by those of plants hundreds of miles distant. Consequently, the over-all accident problem has been a matter, not so much of direct concern and responsibility, as of mere statistical interest.

The gradual realization that accidents could be prevented and that their consequences seriously affected others besides the immediate victims, resulted in the adoption of safety measures in industry. Companies, finding that such measures paid dividends both from a humanitarian and an economic standpoint, made safety an increasingly important phase of their operations. Consequently, as a matter both of self-interest and of responsibility for the well-being of their employees, many companies—although by no means enough of them—have developed safety programs through which their accident problems have been brought to a very considerable extent under control.

What has been said of the growth of industrial safety can also be said about the growth of traffic safety. Just as many important industries have done excellent jobs in dealing with their respective accident problems, various states and communities have made good progress in handling their traffic accident situations.

But by the same token that no solution of the accident problem was possible on a basis of every man for himself, no effective solution of our common accident problem is possible on a basis of every company for itself, or every community for itself, or every state for itself. We must recognize the fact that, in our modern complex society, the neglect of safety within any group or any section affects the interest of all the other elements of which our society is composed.

I believe, therefore, that to bring about a general understanding of the broad social and economic consequences of accidents, a widespread appreciation of the social and economic responsibilities involved must be one of the first objectives of the safety movement. The National Safety Council has made an important start in this direc-

tion. I am sure that the country is today much more safety conscious than it has ever been before in its history. A very marked growth of interest in safety and understanding of its importance has been noticeable during the past two years. But a start, however significant, is only a start. And we still have a long way to go.

To bring the accident disease under control, as many other infectious diseases have been brought under control, I believe that the most powerful influences in the country must be mobilized behind the effort. These influences must include not only the press, the radio, the motion pictures, and magazines, but also the most responsible safety agencies, the strongest volunteer organizations, and individuals of the highest standing in the business, industrial, and social life of the country. For I firmly believe that the germs of our accident disease lie in the prevailing attitudes of our society. The average individual—in fact, practically all of us—usually adopt those habits and practices which we feel to be generally favored by society. If we feel that society regards any given practice with indifference or with slight condescension, or the suggestion of a sneer, we are not apt to adopt that practice, and no amount of preaching and exhortation is likely to change our stand. On the other hand, if we find a certain idea or practice—whether it has to do with the care of our health, the cut of our clothes, the choice of our foods, or the pursuit of a sport—if we find such an idea or practice sponsored by many important people and widely advocated in newspapers and magazines, we are more than likely to espouse it enthusiastically. I can't help feeling that this will be true of the practice of safety—that as the movement gains more and more friends, more and more strength, more and more prestige, the practice of safety will become more and more popular.

When that happens—when the idea that safety is a socially favored and worth-while habit to practice in daily life gains general acceptance—then, I say, watch accidents drop as never before. And it can happen, I am convinced, and can happen much more quickly than most of us probably realize. For the job is essentially one of building prestige and gaining social favor for an idea, and once the ball really gets rolling in that direction, it can gather momentum very fast.

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Importance of Safety to Women and Importance of Women to Safety

By MARGARET CULKIN BANNING
Author, Duluth, Minnesota

The more I considered the privilege of speaking to this informed audience on the responsibility that American women should and can take for making life more safe, the more important and really profound the subject became. The task for women grew as I regarded it. It seems to me that it is not merely a matter of taking proper precautions and avoiding unnecessary risks. The philosophy of the post-war world is involved, as well as the direction of women's education in it. These are high-sounding claims, but I believe that I can prove them to be true.

The connection between women and safety immediately brings to mind those obvious and practical ways in which housekeepers and homemakers can make their environments less risky. These are by no means to be under-estimated. I am leaving most statistics to my betters in arithmetic, but a few can not be ignored in any consideration of my subject. In 1943 fatal home accidents increased 7% over 1942 and totaled 32,500. Don't think of that as 7%. Think of it as some two thousand dead people, dead because of their homes, because of preventable accidents in their homes. Think of it as two thousand griefs and ten thousand regrets.

Non-fatal accidents approximated 4,850,000, including about 130,000 which involved some permanent disability. Now what caused all these accidents? Fires, falls, burns, poisonous gas, blankets and bedclothes smothering babies (most of us know of at least one such terrible tragedy). They were caused by the slippery floor, the ill-guarded flight of steps, the leaky valve on the gas stove, by hurry, worry or fatigue in the housekeeper. Maybe some of them were caused by the aftermath of a bad temper. In any case, the phrase "safe at home" is altogether too often a boast or a misstatement.

But we can not leave women's responsibility for safety at the door of the housekeeper alone. Women are the victims—and the causes—of many accidents outside of

the home. They are hit by cars because they don't seem to know right from left or green from red. They drive the cars that hit other people, because they use their rear driving mirrors as vanity cases. They work in factories and won't cover up their hair. They contribute to the total of industrial accidents. There are more women exposed to the hazards of life outside the home today than ever before. Their responsibility for accidents has stepped up, along with their independence and increasing inclusion in all fields of work.

I know that most women would not deny this. Only a very few clinging vines still expect to have a completely man-made safety provided for them, and those poor girls are probably going to be fooled. Woman in the industrial world must learn how to protect herself in more than the classic ways. Women in organizations all through America are taking cognizance of this fact. The great and powerful clubs have safety programs and safety committees which teach and call attention to dangers and risks that might be overlooked in the course of ordinary life. Parents and teachers in their important national association consider safety as part of their work. Newspapers have columns for women, listing home dangers. Magazines published for homemakers dwell on the same facts. And they get results. For the average home is not quite as risky as it used to be. We had a dark flight of back stairs in the house where I grew up that was a permanent peril. You were always warned not "to fall down the back stairs," but I recall two occasions on which adults did. The children never seemed to. I wouldn't tolerate a staircase like that in a house today.

In Cleveland a cut of 21% in home accidents has been effected; and in my own state community, results of inter-community safety contests have shown home accident death rates 80% lower than the average for comparable communities in Minnesota.

But since time is limited this morning, I

would prefer, instead of dwelling on these improvements, to say simply that we shall keep on with them and increase them. I want to look ahead into the next ten years and even farther, though the perspective is somewhat dim if we strain too far into the future. The immediate one is fairly clear and it shows us how very big and important the safety job of the modern woman is going to be.

Wars always tend to make life cheap. They make risks abnormally common. The first task of the American woman is to keep any feeling that life is cheap from taking even slight root in this country. Soon we shall have returning to us millions of young men and young women who have known great risks. They will bring with them, in addition to their precious selves, a familiarity with danger which can, unless we look out, easily develop into a taste for recklessness and a habit of taking risks.

I remember that, after the First World War, my brother, who had been an aviator, came back in something of that mood. That summer he used to drive a little open car and he would push up the hand throttle and put his feet over the side of the car to cool them off. He drove that car as if he thought it was a plane, and when you told him it was dangerous, he would say cheerfully that if you thought that driving a car along a country road was dangerous, you ought to see some of the chances he'd already taken! There were plenty of boys like that after World War I and, if you remember, it was a high-tension period. There will be millions after World War II and often they will be nervous, still geared to danger and in a way lonesome for danger.

The other day a woman said to me that she thought the most important thing this country could do would be to set a national speed limit for driving. That is the impulsive and rather thoughtless way of attacking the problem. Say that they "can't go faster." Make a law.

The ten major considerations proposed in the program of this Council and released in August take the problem to pieces and show what can be done to make post-war driving safer. Highway construction, vehicle inspection, driver training, are only four of these practical ways and they are all sound. But I am not sure that we can rely on

legislation, state or national, no matter how well considered, nor on the ten covering points of any program, and leave it there. Back of any restrictive legislation there must be public conviction. It is the conviction that life is valuable, that accidents are wickedly wasteful, that women must re-establish. This can not be done in sermons nor from platforms, nor will printed admonitions suffice. It is word-of-mouth persuasion and personal influence that turns the trick, that gets results. It is the influence that a girl has on a boy and how she uses it, and the influence a mother has on her son, that counts.

We are going to have a great many sadly maimed people in this country when this war is over. Too many. We can not afford another unnecessary accident. The wife of a doctor who is a surgeon in a veteran's hospital told me not long ago that her husband hoped that when the war is over he would never have to see another amputation. If a surgeon feels that way, one can judge what his experience has been recently. And to avoid more amputations, we must build up the regard for human life.

This doesn't mean nagging. That gets nowhere. It doesn't mean trying to make life unadventurous. Few want to live a life without adventure. But future adventure need not be so synonymous with peril as was true in the past. When I took my first airplane flight, I was in far greater peril, though it was only a little fifteen-minute junket in a plane over the Duluth Harbor in 1912, than when I flew the Atlantic in 1942. There was far more adventure in the latter flight and less danger. It will always be an adventure to fly over the mountains and deserts of South America or China. But in peacetime it is not a very perilous proposition.

One of the great features of our times—one of the distinctions and prides of the period just ahead—can be to work out adventure and safety so that more people have adventures and yet more stay safe. It is up to the individual woman not to try to make life too limited and yet to insist that life be kept as safe as possible. She does not have to do this by worrying nor by creating an atmosphere of fear. She should say and she should think as well—the average life is expanding its boundaries. The average person travels more, covers

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more territory, does more things in a lifetime, than used to be possible. But so that he may enjoy all the advantages of modern life, he must learn to take care of himself and to avoid stupid risks. From youth to old age, life should be protected because it is valuable, and each life is never quite replaced.

Our civilization is built on respect for human life. There is one story I like to tell which is not too far off the point here. In England in 1942 I was visiting the southern coast. Airplanes were flying in constant formation from France to England and back again. Every village was dotted with bomb shelters. It was a risky time to live in Kent or Sussex and one might have said, "Life is pretty cheap here." But the English didn't feel that way and they proved it. One day I made the rounds with a doctor friend of mine and, in the course of them, we visited an old people's home. Every careful attention possible was being given to old people of seventy and eighty and to one old soul who would be a hundred on her next birthday. Later on in the war, no doubt these people were all evacuated. But it is because old people are so treated in time of war that we are sure our civilization is right and can not be beaten. It is not soft. Its values are correct. We respect human life. We do not deal in gas chambers and mercy deaths, like the Germans, nor do we believe, like the Japs, that to die fighting is the noblest fate of man. To die for a great cause and for others is the noblest sacrifice. But we believe that it is sacrifice.

Women who are mothers and teachers and citizens are capable of wielding a tremendous influence on the safety of the future. They can do it with greater effect than formerly because they have proved their own bravery as well as their independence. They are no longer "frightened of everything," as most women were supposed to be. When the modern woman sets out to make the world safer, it is not because she is weak or scared. It is because she is sensible and strong and courageous. The proper theory back of safety is not fear. It is respect for human life. Coupled with that theory and in order to put it into action there must be a knowledge of how to take care of human beings in the contemporary world.

But here we must admit—none quicker than I—that women in the main still lack the proper knowledge of how to achieve safety, even in their homes. And there is one place to make a start. The modern home isn't going to be as much a push-button affair as some of the cartoons have recently indicated. (New Yorker cartoon.) But gradually and inevitably the ordinary home is going to be electrified, at least to the extent of a washer and an ironer run by electricity. If women are going to make use of these inventions, they should understand something about them. They shouldn't think they are dealing with witchcraft—or with something that only men can manage and repair.

The Advisor to the Ministry of Labour in England, Caroline Haslett, thought this out a good many years ago. She founded what she named the Electrical Association for Women. The original idea was to train women who could go into homes and sell electrical appliances as well as teach women something about them. Well, the Association grew and became very powerful. Its most recent publication deals with Post-war Reconstruction in the most practical way. It plans small, safe homes, farmhouses, bungalows. It plans kitchens for every income. It teaches the design and performance of all kinds of electrical appliances and its foreword is:

"We are unperturbed by the magnitude of the task.

We are interested only in progress."

In this country we are doing the same thing, even if our work is less completely unified. And as the homes of the country improve, women are going to understand the improvements and be able to care for the mechanized home even better than they cared for the home of the past. It will be a safer home than ever before, as far as equipment and the care and maintenance of the equipment goes.

I am aware of all the omissions and neglected phases of this subject. But one kind of safety which also largely depends on the homemakers must be mentioned, no matter what else is left out. I mean increasing safety from disease. In this field, women are already increasing their effectiveness. The home of the past killed a lot of people with germs and lack of knowl-

edge. But the hundreds of thousands of women who have taken first-aid courses, who have been trained as nurses' aides, are making the country's homes much safer. There is a Red Cross Handbook which should be in every home in this country. It is a thick little paper-covered volume and it belongs on the shelf where the old and often inaccurate "Doctor Book" used to be.

In books of folk tales, we often come upon the legend of a wedding. During the course of it, the wine ran short and the host went to the cellar to draw more. He did not come back. His wife went to find him. She didn't come back. Then went a brother, a sister, then the Bridegroom, and finally the Bride, in panic to see what had become of all the rest. They were all sitting on the cellar floor—weeping. For there was an axe hanging over the cask of wine, and the host said: "We weep because when you marry you will doubtless have a child. The child will grow and be sent to the

cellar and that axe will fall on his head and kill him!" So they all wept together in fear of the future. No one got rid of the axe or made it secure so it couldn't fall.

I think often of that story when pessimists talk about the growing destructiveness of the world and the increasing lack of safety. The thing to do is to obviously to get rid of that axe. The safety which we all seek and dream of for ourselves and even more for others, is not to be gained by worrying or calamity-howling. If we want a safe span of life we must do something to remove the menaces, and the same philosophy carries through from taking the ice off your sidewalk in winter to establishing international pathways on which nations won't slip and fall. With good care, watchfulness, increased scientific and social knowledge, we can make our environments safe. And if our respect for human life goes deep enough, we shall continue to keep them safe.

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