

W. L. MUIR

SASKATCHEWAN

SAFETY COUNCIL

ANNUAL REPORTS

April 14 & 15, 1966

PRESIDENT'S REPORT - SASKATCHEWAN SAFETY COUNCIL

1966

Now that we have had two years under the composite Safety Council, we on the Executive feel that the wisdom of the consolidation has been indicated in many ways. We can point to the sympathetic reception that the Safety Council receives from different industries, government bodies and other groups interested in the field of accident prevention. We can point to the solid position in which we find our finances which again reflects the improved reception by those to whom we look for financial support.

In our budgetting procedures for the divisions, we are now in a position to urge each division to make attempts to expand their programs because we have money to finance a much greater scope in the field of accident prevention.

In the last year because of a variety of circumstances, we found it necessary to move the location of the Council offices. We now feel that we have most adequate quarters which will be helpful in attracting capable people to our staff, which in turn will further the aims of our Council.

The Saskatchewan Safety Council is now looked to by other organizations across Canada and indeed in other parts of the World as an example of a unified approach to safety and accident prevention in all walks of life. We have been invited to provide guidance in the structuring of the Council on several occasions.

All of these things I suggest, bear witness to the success of the consolidated Council.

Sgn. A. Garfield Stewart, President
Saskatchewan Safety Council

REPORT OF THE GENERAL MANAGER
TO THE ANNUAL MEETING OF THE
SASKATCHEWAN SAFETY COUNCIL
April 15, 1966.

Mr. President,
Ladies and Gentlemen.....

THE OFFICIAL OPENING of the new quarters, 2149 Albert Street, by His Honour Lieut. Governor H.L. Hanbidge and the Hon. D.G. Steuart on October 7, 1965 marked another milestone in the development of the Saskatchewan Safety Council.

FURTHER ACCOMPLISHMENT is the well-stocked library of safety literature which has been made greater with the inclusion of the complete National Safety Council (USA) Library presented by Molsons. Mayor Henry Baker performed a ribbon-cutting ceremony during the opening and commemorated the event by presenting a City of Regina plaque.

DIVISIONS and committees have been taking full advantage of these facilities particularly the Board Room. The vision of the amount of work that would be done around the oak table was no mirage. Reports will portray this action but here I must speak of the vast communication there is daily by means of correspondence, telephone and by personal contacts.

THE WORK OF SAFETY EDUCATION is contributed to by the staff and the many volunteers who have become the Safety Council through their dedication and devotion. We must not fail to include the men and women who have taken up Safety Education as a profession who reach people directly and the news media who in this province are strong supporters of ours becoming the link with the public with which we cannot function without. At the same time we do not overlook those people involved in enforcement and in government departments who also work with us to do the job that the Saskatchewan Highway Safety Council originally was set up to do in 1956.

I CAN ONLY REPORT TO YOU a few observations from the general manager's point of view. The work carries with it elation at times and depression at others. Nevertheless it is in the practical programs that results are being seen. It is supposed that the safety council's influence will not be visible when it seems for some accidents are inevitable.

FROM THE ADMINISTRATION angle, work has been divided so that our present staff can handle related areas as efficiently and economically as possible. Thomas Ireland continues to supervise Driver Education and Training and co-ordinates the work of the Farm and College and School Divisions. The Driver Ed. program as it is frequently referred to is a leading project in Canada. Its value far exceeds the cost in dollars and cents. The Saskatchewan Government Insurance Office administering the Automobile Accident Insurance Act Fund, the All Canada Insurance Federation and the Canadian Highway Safety Council, the School Units and School Boards

and the parents who also contribute to the expense can take credit in their foresightedness.

ATTENTION IS DRAWN to the Farm Division's work in promoting the Slow Moving Vehicle emblem. The impact of such a program is not yet fully realized. It is also worthy of note that large implement dealers are also using this emblem on cranes and roadbuilding equipment. College and School is on the right road with its Fire Drill aids and electrical safety program. An example of co-operation is visible with Fire Departments and the Saskatchewan Power Corporation putting their weight behind these programs.

BABY-SITTING has become a fine art. Since the Home Division became responsible for the provincial program in 1965, recognition awards have been made to more than fifteen hundred trained young people. Miss Eleanor Zvanchuk co-ordinated Home Division projects very ably. Along with many other duties she coordinated Women's Work which involved the Saskatchewan Women's Award program. On March 9th, Blackley District Homemakers received top honours with Shell Canada Limited making the presentations. Second place went to the Regina Council of Women and third to the Trossachs Homemakers. "Ookpik" was adopted by Blackley as a safety symbol.

WHILE ABSORBED in bumper surveys, ice control matters and watching the weekly statistics of traffic deaths rise, Traffic Division members delved back through minutes to come up with 59 separate items which were consolidated into a brief. This documented evidence was presented to the Special Legislative Committee on Traffic Safety on December 8, 1965. At the same time a second Brief was submitted and spoken to compiled by the Driver Education and Training Board containing suggested ways and means to enable the expansion of the program.

THE RECREATION DIVISION has dug a good foothold in their field of endeavour. It has been discovered there's no end to what can be done for playground safety, water and boating, hunting, aircraft, sports. The Mile Swim Award is won by 247 persons to date. Once again the value of co-operation is experienced. The Red Cross, Y.W. and Y.M.C.A.'s, Fish and Game League, The Department of Natural Resources and the Federal National Park authorities all join hands in getting the job of safety done. The Recreation Division is glad to have played a part this past year in organizing the Saskatchewan Branch of the Royal Life Saving Society and in providing a home for the Society.

THE OCCUPATION DIVISION has operated in an advisory position only throughout the year under review.

MANY OPPORTUNITIES have come our way to be of service within the province and outside and everything has been done to maintain the high standards that now exist. The staff is imbued with the desire to promote safety well knowing that this is the only commodity we have to dispense. There have been changes in personnel with the separation of Mrs. Carrol Rumpel, Miss Linda Lewis

and Miss Eleanor Zvanchuk. Newcomers are Mr. Charles H. Carroll, Office Management and Coordinating Home Division and Women's Programs. Mrs. Dorothy Erickson is Secretary and Mrs. Dianne Austin is our Records Clerk.

WE CONTINUE to work closely with Government Departments and Officials. Our contacts remain very close with the Canadian Highway Safety Council, the National Safety League of Canada, the Canadian Industrial Safety Association and our membership with the National Safety Council, the Royal Life Saving Association and the State and Provincial Coordinators is intact. We are associated with the Hove and Portslade Safety Council in Great Britain and our most recent affiliation is with the South African Road Safety Council. Other contacts are with the Road Safety Council Malaysia and the Calcutta Motor Dealers' Association, India. Publications and correspondence are received from other parts of the world providing us with a wide knowledge of the traffic scene particularly from the four corners of the globe.

THE ANNUAL MEETING of CHSC and the NSL was attended at Winnipeg last May. The meeting of Provincial General Managers in Ottawa last January was successful and the visit to the testing laboratories of Chrysler, Ford and General Motors this year was beneficial. Mr. Ireland participated in the Western Farm Safety Conference at Edmonton and gave a good account of himself.

IT CANNOT BE SAID that the community safety councils are functioning satisfactorily because they are not and this is an area which must be given attention by me during the coming months. Staff has answered many calls where speakers have been required. The demands for materials, pamphlets etc., is great and we do our best to satisfy all requests. Enquiries have been received from other provinces on safety council organization, in other instances regarding driver education and it has been our privilege to give advice. We too have called on other safety councils for their safety programs introducing their methods in our activities. An outstanding event was the panels conducted in connection with the Canadian Good Roads Association where Doctors spoke out against traffic accidents and the Judiciary did the same thing.

SEVERAL television appearances have been made and press and radio are in constant touch not only in Regina, but from outside points for up-to-the minute information involving safety. The Canadian Broadcasting Corporation's CBK has extended our radio coverage to Wednesday evenings as well as the usual Friday broadcasts. Friday is devoted to Traffic Safety and the Home and Farm Divisions alternate every other Wednesday. It has been possible to have guest speakers on these programs. Safety Sask., a newspaper image, has been reinstituted this year and 52 issues have been promised the weekly and daily newspapers with copy being mailed from our offices every Friday afternoon. An endeavour is made to have items involving all Divisions in this column.

GENERALLY SPEAKING, the work of the Council is progressing as it should. The staff is doing its job untiringly and it knows what is expected of them. Division activities are being stepped up and this is pleasing to see. There could be more direct contact by Division directorate with the coordinating staff but this is growing and is welcomed. The fact that budgets have been prepared in advance of the annual meeting is a great step forward and this has already placed us well ahead of last year.

THIS BRINGS ME to the point which an annual report permits me to do and that is to express appreciation to our President, Mr. Garfield Stewart, our Vice President, Mr. Christian Smith and Treasurer, Mr. W. Lyle Muir for their guidance and support; to the Chairmen of Divisions and directors of Divisions for their understanding and help involving all the Council's staff. We have received excellent instruction from our Provincial auditors and Mr. John Gracy has been most helpful. It has been a pleasure working with the enforcement agencies and in turn we trust that we have been able to make their job lighter. We have received kindly support from City, Town, and Village officials and from many Rural Municipalities. There are the many individual supporters and those who provide us with the support of their company or management. We do not overlook the assistance given by the various Departments in the Department of Education particularly the School Broadcasts Division and the Visual Aids. In our Moral Responsibility programs we have had the support of all persons in all denominations. There's those people who have forwarded to us publications on request many of whom have placed us on their complimentary mailing list. We have occasion to meet with government officials and the manner in which we are received is appreciated.

THERE IS STILL the question of terms of reference for Divisions and Committees within Divisions. I had hoped to have had this prepared for consideration during this annual meeting, but this will now have to come. There is ~~not~~ and never will be any end in sight in accident prevention. There can only be one goal and that is to get more people interested and involved in this work. This cannot be done by the Council's staff alone, therefore, in closing this report, an appeal is made for an added impetus on the part of those connected with the Saskatchewan Safety Council.

Respectfully submitted,

"Signed"

Leonard S. Bowman
General Manager


SASKATCHEWAN SAFETY COUNCIL

TREASURER'S ANNUAL REPORT

APRIL 13, 1966

The financial statements contained in this report reflect the operations of the six divisions of the Saskatchewan Safety Council during its second full year as a comprehensive organization, April 1, 1965 to March 31, 1966.

The accompanying "spread" sheet should also provide a reasonable indication of how monies were expended by, or on behalf of, each division. The formula used in allocating administrative or general expenses to each division is similar to that used last year and while the General Manager, the Provincial Auditor, and the Treasurer all concurred in the adoption, the formula should always be flexible and subject to close scrutiny by the Treasury Board, at any of its meetings.

While receipts during the year were maintained at a high level and were up \$1,176. or 3 $\frac{1}{2}$ %, grants were down \$779. or 2 $\frac{1}{2}$ % and it is in this latter area particularly that an increase must be achieved in this new fiscal year and to an even greater degree in 1967-68. Receipts from promotional programs were up \$1,105. or 37 $\frac{1}{2}$ % and from miscellaneous sources up \$850. 

It will be noted that expenditures rose by \$7,761. in the year under review. A good portion of the increase is attributable to the move to the new and more modern office area, some of these expenses being of a non-recurring nature. The move was considered to be absolutely essential and the happy result has been that the General Manager and his staff have been able to render a more efficient and comprehensive service to all the divisions. *

Budgets for 1966-67 have been submitted by all six divisions and by the General Manager, and have been approved by the Treasury Board. We are budgeting for the revenues of approximately \$30,000. apart from the usual receipts from promotional projects. These monies, together with a carry-over of approximately \$8,500. in General Funds, will be required to handle anticipated expenditures of over \$38,000. Included in this latter figure are specific divisional estimates totalling \$6,495. A new monthly reporting procedure will enable each of the divisional finance Chairman to follow receipts and payments throughout the year, and relate them to the estimates.

Respectfully submitted,

"Signed"

W. L. Muir
Treasurer

SASKATCHEWAN SAFETY COUNCIL

1965 - 1966 EXPENDITURES

SPECIFICS AND ALLOCATIONS OF ADMINISTRATION COSTS

OCCUPATION COLLEGE &

	TOTAL	TRAFFIC	FARM	HOME	RECREATION	OCCUPATION	SCHOOL
Annual Meeting	\$ 931.92	\$ 633.71	\$ 93.19	\$ 93.19	\$ 93.19	\$ 9.32	\$ 9.32
Bank Charges	20.96	14.24	2.10	2.10	2.10	.21	.21
Furniture & Equipment	717.37	487.81	71.74	71.74	71.74	7.17	7.17
Insurance	37.72	25.65	3.77	3.77	3.77	.38	.38
Meetings	292.16	209.14	32.14	23.72	22.64	2.26	2.26
Membership Fees & Dues	116.36	79.12	11.64	11.64	11.64	1.16	1.16
Miscellaneous	240.30	159.91	23.51	24.71	23.51	2.35	6.31
Office Maintenance	622.45	423.26	62.25	62.25	62.25	6.22	6.22
Pension	54.74	37.23	5.47	5.47	5.47	.55	.55
Postage & Express	837.41	532.42	72.94	108.65	84.03	8.54	30.83
Promotional Material - General	995.69	431.43	137.14	271.30	129.86	12.98	12.98
Promotional Material - Specific Div.	3,912.90	2,723.38		100.09	981.93		107.50
Publications	588.91	285.03	95.09	96.14	93.05	10.30	9.30
Rent	3,948.96	2,685.28	394.90	394.90	394.90	39.49	39.49
Repairs & Maintenance	91.00	61.88	9.10	9.10	9.10	.91	.91
Salaries	16,915.89	11,502.77	1,691.60	1,691.60	1,691.60	169.16	169.16
Stationery	2,334.02	1,613.70	224.78	225.80	224.78	22.48	22.48
Telephone & Telegraph	399.61	251.21	62.18	30.73	28.28	9.28	17.93
Travel	1,421.46	951.22	234.92	128.35	93.37	6.80	6.80
	<u>\$34,479.83</u>	<u>\$23,108.39</u>	<u>\$3,228.46</u>	<u>\$3,355.25</u>	<u>\$4,027.21</u>	<u>\$309.56</u>	<u>\$450.96</u>
Women's Awards Program	148.49						
Travel Advance Outstanding	56.70						
Total Payments	<u>\$34,685.02</u>						

SASKATCHEWAN SAFETY COUNCIL
GENERAL ACCOUNT
DRIVER EDUCATION AND TRAINING PROGRAM TRUST FUND
DRIVER INSTRUCTORS' TRAINING PROGRAM TRUST FUND

AUDITOR'S REPORT

An examination of the accounting records of the Saskatchewan Safety Council pertaining to the General Account, Driver Education and Training Program Trust Fund and Driver Instructor's Training Program Trust Fund has been made under my direction for the year ended March 31, 1966. The examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as was considered necessary in the circumstances. All the information and explanations required by me have been obtained.

The bank balances have been confirmed with the depositaries.

I report that, in my opinion, the accompanying statements of receipts and payments are properly drawn up, in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year, so as to show correctly the cash transactions of the Saskatchewan Safety Council pertaining to the General Account, Driver Education and Training Program Trust Fund and Driver Instructors' Training Program Trust Fund for the year ended March 31, 1966 according to the best of my information and the explanations given to me and as shown by the books of the Council.

Regina, Saskatchewan,
April 7, 1966.

Sgnd. C.H. Smith, F.C.A.,
Provincial Auditor.

SASKATCHEWAN SAFETY COUNCILGENERAL ACCOUNTSTATEMENT OF RECEIPTS AND PAYMENTSFor the Year Ended March 31, 1966

Receipts:

Grants:

Associations and companies	\$ 6,255.00
Cities, towns and villages	825.00
Province of Saskatchewan	13,798.85
Rural municipalities	540.00
Saskatchewan Government Insurance Office-Traffic	8,000.00
Individual Memberships	82.50
	<u>\$29,501.35</u>

Promotional Programs:

Elmer the Safety Elephant	\$ 724.52	
Pedal Pusher Club	96.50	
Bicycle licenses	2,034.00	2,344.23
Home baby sitting course	165.71	
Mile swim award	260.93	
Fire drill display	100.00	
Royal Life Saving Society	<u>655.30</u>	4,036.96
Annual Meeting Registrations		472.00
Bank interest		836.91
Sundry		281.20
Travel advance outstanding, April 1, 1965		<u>95.60</u>
		<u>\$35,224.02</u>

Payments:

Bank charges	\$ 20.96
Annual meeting	931.92
Furniture and equipment	717.37
Insurance	37.72
Meetings and luncheons	407.66
Membership dues and fees	116.36
Miscellaneous	243.90
Office Maintenance	622.45
Pension	54.74
Postage and Express	840.10
Promotional material	995.69
Publications	588.91
Rent	3,948.96
Repairs and maintenance - equipment	91.00
Salaries	16,915.89
Stationery	2,338.57
Telephone and telegraph	410.76
Travel	<u>1,432.46</u>

Payments - Continued:

Promotional programs			
Elmer the Safety Elephant	\$ 348.44		
Pedal Pusher Club	480.63		
Bicycle licenses	1,894.31		
Home baby sitting course	100.09		
Mile swim award	458.75		
Fire drill display	107.50		
Royal Life Saving Society	<u>523.18</u>	\$ 3,912.90	
Travel advance outstanding March 31, 1966		<u>56.70</u>	\$34,685.02
Excess of receipts over payments			\$ 539.00
Unexpended balance, April 1, 1965			<u>7,835.30</u>
Unexpended balance, March 31, 1966			<u>\$ 8,374.30</u>

SASKATCHEWAN SAFETY COUNCILDRIVER EDUCATION AND TRAINING PROGRAM TRUST FUNDSTATEMENT OF RECEIPTS AND PAYMENTSFor the Year Ended March 31, 1966

Receipts:

Saskatchewan Government Insurance Office-Grant	\$13,900.00
Instructors seminar registrations	54.00
Sale of text books	28.57
Travel advance outstanding, April 1, 1965	<u>57.95</u>

\$14,040.52

Payments:

Car Allowance	\$ 96.00
Furniture and equipment	87.43
Meetings and luncheons	104.91
Miscellaneous	396.18
Pension	34.44
Postage and express	223.72
Publications	164.05
Rent	770.00
Repairs and Maintenance	71.87
Salaries	9,129.91
Stationery	1,020.62
Telephone and telegraph	273.05
Travel	927.63
Travel advance outstanding, March 31, 1966	<u>1.35</u>

13,301.16

Excess of receipts over payments

\$ 739.36

Unexpended balance, April 1, 1965

8,751.87

Unexpended balance, March 31, 1966

\$ 9,491.23

SASKATCHEWAN SAFETY COUNCILDRIVER INSTRUCTORS' TRAINING PROGRAM TRUST FUNDSTATEMENT OF RECEIPTS AND PAYMENTSFor the Year Ended March 31, 1966

Receipts:

Grants:

Canadian Highway Safety Council	\$3,500.00
Saskatchewan Government Insurance Office	<u>1,625.00</u>

Course fees	\$5,125.00
Sale of text books	900.00
Luncheon registrations	16.30
	<u>114.00</u>

\$6,155.30

Payments:

Instructors' fees	\$1,438.75	
Grants to student instructors	2,915.90	
Luncheon	158.00	
Miscellaneous	15.03	
Postage and express	31.62	
Stationery and supplies	167.12	
Telephone and telegraph	8.60	
Travel	<u>415.35</u>	<u>5,150.37</u>

Excess of receipts over payments \$1,004.93

Unexpended balance, April 1, 1965 1,597.76Unexpended balance, March 31, 1966 \$2,602.69

SASKATCHEWAN SAFETY COUNCIL
SCHEDULE OF CASH ON HAND AND IN BANK
FOR THE USE OF THE VARIOUS FUNDS
ADMINISTERED BY THE
SASKATCHEWAN SAFETY COUNCIL
As at March 31, 1966

Cash in bank	\$20,458.12
Petty cash	<u>10.10</u>
Balance as at March 31, 1966	<u>\$20,468.22</u>

The balance is made up as follows:

General account	\$ 8,374.30
Driver Education and Training Program Trust Fund	9,491.23
Driver Instructors' Training Program Trust Fund	<u>2,602.69</u>
	<u>\$20,468.22</u>

SASKATCHEWAN SAFETY COUNCIL
TRAFFIC DIVISION

A N N U A L R E P O R T

The Traffic Division has had what may be termed "a moderately successful year" in this first year after the inaugural year of reorganization. Attendance was reduced somewhat from previous years -- no doubt due to the transferring of some former division members to other divisions having more interest for them. Some of the reduction in attendance can be explained by reduction in number of directors -- to 13 -- hence director's meetings were smaller. It is difficult to find any basic reason why attendance at our regular division meetings should diminish -- certainly the problem of increasing motor vehicle accidents causing deaths, injuries and destruction of property is still with us --even more so. Numbers of vehicles licenced, miles of road to travel, average number of miles travelled annually, and number of licenced drivers are all rising at an unprecedented rate. Such increases are laying a heavy burden on traffic safety authorities to come up with an answer to the ever increasing loss caused by motor vehicle accidents. The problem is of such magnitude that the Saskatchewan Government decided to establish the Special Legislative Committee on Highway Safety. This is a step worthy of commendation by this council and the public of Saskatchewan. We hope the work of this committee will be instrumental in reducing the terrible toll from accidents in Saskatchewan.

The most important work of the Traffic Division in the past year was submission of a substantial brief to this committee -- the contents of the brief were a condensation of all resolutions in respect to traffic safety that have been placed on the books of this council over the years. Our General Manager, Len Bowman, must be given a hearty pat on the back for his part in gleaning the necessary information from past minutes and consolidating into a very presentable booklet form of brief. We feel confident that much good will result from the presentation of the brief -- it was certainly an extraordinary opportunity to establish the Traffic Division as the "Voice of Traffic Safety" and to co-operate with the governmental authorities in the hope of helping to inaugurate a comprehensive traffic safety program which will prove effective. Another program deserving comment is the weekly news release entitled "Safety Saskatchewan" commenced this year by the General Manager, Mr. Bowman, and circulated to all news media in the province. This has already been used extensively by some of the major daily newspapers.

We can look forward to the coming year with anticipation -- and with the hope that our members will continue their much-needed support and attendance.

Sgnd. W.G. McInnis,
Chairman.

SASKATCHEWAN SAFETY COUNCIL
DRIVER EDUCATION AND TRAINING PROGRAM

A N N U A L R E P O R T
1 9 6 4 - 1 9 6 5

A detached appraisal of the past year's activities indicates that it has probably been the least productive in terms of increased student enrollment in the whole history of the Driver Education Program. This was due primarily to the prevailing uncertainty of the financial situation, but was also aggravated to some extent, by the reduction in subsidy from thirty to twenty-five dollars per student in September, 1964. Although the reduced grant had no significant effect on long-established programs, it did seriously injure geographic expansion to new areas. The extent of this injury can perhaps best be illustrated by referring to the total number of high schools offering a Driver Education Course. In previous years, growth figures in this area ranged between fifteen and ninety per cent, while the recorded increase for the past year has been reduced to 6.6%.

Development has also been impaired by a growing shortage of qualified instructors. While greater numbers of high school teachers and commercial instructors are being trained each year, many of the graduates are being absorbed by existing programs to reduce the teaching load. Although this improves both teacher performance and program quality, it also has the effect of impeding geographic expansion of the course. The Board has this problem under review and is examining various means of resolving the issue. However, on the short term view, it is perhaps

fortunate a shortage of instructors exists, as expressed demand from new units could again threaten the financial limitations of the present Driver Education fund. Any time gained by delay in implementing new programs, could be productive in yielding some alternative means of satisfactorily resolving the financial problem.

To this end, a Brief was presented to the Legislative Committee on Traffic Safety, outlining recommendations for a more progressive financial structure. While there has been no official announcement, published reports of the Committee's recommendations to the Government indicate general support for provision of additional funds.

Consolidation of individual Roman Catholic High Schools in Regina, Saskatoon and Prince Albert, under Separate School Boards has tended to keep the overall number of Administrative Units from showing any appreciable increase. However, in the long term development of the program, centralization of administration will undoubtedly result in a better-coordinated course.

Over the year, further progress has been evident in the number of school units contributing financially to Driver Education. A substantial increase in this practice has been recorded over the last few years, resulting in a significant improvement in course quality, as financial interest is usually accompanied by a greater degree of practical interest in course operation.

Also of special significance, and certainly one of the most important developments in the Driver Education field, has been the publication of a distinctively Canadian Edition of the Sportsmanlike Driving text. Previously the American edition was standard study material for all students in the Provincial High School Program, but they will now be gradually replaced by the new text in all high school courses.

Over the past six years, the Driver Education and Training Board have provided progressive instructor improvement courses designed to raise the standards of Driver Education in the province. One of the objectives of the upgrading program has been the creation of a nucleus of trained personnel capable of assuming supervisory duties at the annual Basic Teacher Training Courses. This objective has now been achieved. In 1965, Saskatchewan-trained instructors conducted a superior course for one of the largest classes in history. Fifty-six students enrolled in the ten-day course and fifty graduated successfully.

Spiralling enrollment trends over the past few years are causing the Board some concern, as it taxes both the classroom facilities and instructor performance. Last year's enrollment is perhaps the maximum which can be comfortably accommodated, and additional courses will have to be given serious consideration if demand continues to grow.

As a final comment, I would like to recognize and acknowledge the valuable contributions made by the other five members of the Driver Education and Training Board. Each of these people voluntarily donate their time, talent, and more particularly, their enthusiasm, to the promotion and administration of our High School Program and have been a significant factor in its success.

I would also express the appreciation of all Board members to the Saskatchewan Government Insurance Office for their continued financial support of the High School Driver Education Program.

Respectfully submitted

Signed

"H. Janzen," Chairman
Driver Education & Training Board

April - 1966

SASKATCHEWAN SAFETY COUNCIL
DRIVER EDUCATION AND TRAINING PROGRAM

S Y N O P S I S
1 9 6 4 - 1 9 6 5

The following is a capsule review of High School Driver Education enrollment, subsidies and other information since the introduction of the Course in 1959. Cumulative totals are shown in brackets.

Table 1. Progressive Development

<u>Year</u>	<u>Enrollment</u>		<u>Grant Paid</u>	<u>Graduates</u>	<u>Partials</u>
	<u>Est.</u>	<u>Actual</u>			
59/60	888	920	\$25,755	797	123
60/61	1,507	1,383	\$39,420 (65,175)	1,245 (2,042)	138 (261)
61/62	2,135	2,051	\$60,015 (125,190)	1,950 (3,992)	101 (362)
62/63	3,221	3,082	\$87,195 (212,385)	2,811 (6,803)	271 (633)
63/64	3,654	3,531	\$99,720 (312,105)	3,117 (9,920)	414 (1,047)
64/65	3,649	3,595	* \$86,180 (398,285)	3,348 (13,268)	247 (1,294)

* Subsidy level reduced from \$30 to \$25 per student resulting in a lower overall expenditure.

Over the six-year period from 1959 - 1965, 96.8% of estimates have actually enrolled and 90.3% of those enrolling have graduated successfully. In the 1964/65 program year, 99.05% of estimates enrolled and 93.08% graduated. "Grant Paid" does not include administrative expenses.

NOTE: Students listed under "Partial" in Table 1 have successfully completed the required twenty hours of theory and eight hours of practice driving but have failed in the Provincial Road Test. Also classified under this heading are students who complete the theory portion of the Course late in one school year and the practical phase in the following year.

Table 2. Expenditures

Driver Education Grants					\$86,180.00
Administration					12,500.00
Instructor Training Course					<u>1,625.00</u>
TOTAL	1965	-	-	-	\$100,305.00
	1964	-	-	-	113,270.00
	1963	-	-	-	100,355.00
	1962	-	-	-	73,565.00
	1961	-	-	-	53,120.00

Reduced total in 1965 due to reduction in per student grant from \$30 to \$25.

Table 3. Enrollment - Student Distribution

	<u>1965</u>	<u>1964</u>	<u>1963</u>	<u>1962</u>
Total	3,595	3,531	3,082	2,051
Male	1,303 (36.2%)	1,259 (35.7%)	1,157 (38.2%)	759 (37.4%)
Female	2,292 (63.8%)	2,272 (64.3%)	1,925 (61.8%)	1,292 (62.6%)
Rural	1,494 (41.3%)	1,557 (44.1%)	1,230 (40.0%)	600 (29.3%)
Urban	2,101 (58.7%)	1,974 (55.9%)	1,852 (60.0%)	1,451 (70.7%)

Areas designated as "Urban" are analogous with incorporated cities.

Table 4. Administrative Distribution

	<u>1965</u>	<u>1964</u>	<u>1963</u>	<u>1962</u>
Administrative Units	50	45	42	33
Individual High Schools	129	121	105	84
Rural High Schools	95 (73.7%)	79 (64.5%)	74 (70.5%)	55 (65.5%)
Urban High Schools	34 (26.3%)	42 (35.5%)	31 (29.5%)	29 (34.5%)

Table 5. Instructors Employed

Total	Part-time	Full-time	Rural	Urban
70	37	33	26	33

NOTE: Rural and Urban distribution of instructors does not total the number employed since some have dual rural and urban roles and have only been listed once.

SASKATCHEWAN SAFETY COUNCIL
FARM DIVISION

ANNUAL REPORT
1965 - 1965

As an introduction to this second annual report of the Farm Division, it is perhaps fitting to review the general philosophy and objectives of farm safety. Generally speaking, the farm environment embraces many apparently distinct and separate divisions. For example, the average farmer must be conversant with all aspects of highway safety, as this knowledge is essential in a highly mobile agricultural society; the farm wife must be well informed in the fundamentals of home safety in addition to being aware of factors peculiar to farm life; and the farm child must be aware of the principles of pedestrian safety, since he is usually transported to a centrally located composite school in a larger town for his education. This broad range of interests and activities is of special significance in planning and organizing farm safety projects, and demands a wide degree of diversification in the programs offered. Consequently, during the past year, the Farm Division has gradually increased the scope of their activity from purely farm safety to a combined farm and rural safety program. Members of our Division are thoroughly convinced it is only by attacking the problem on the broadest possible base that headway can be made in decreasing the number of farm accidents.

One of the most important, and certainly one of the most extensive projects conducted by the Division over the past year has been the promotion and distribution of the new Slow Moving Vehicle Emblem, specially designed for farm, road maintenance and industrial machinery with a speed potential of less than 25 mph. This program was carried on as a cooperative enterprise with the Provincial 4H Clubs. There is already evidence the emblem has been responsible for preventing accidents between farm equipment and faster moving highway traffic, and recommendations have been made to the Legislative Committee on Traffic Safety that SMV emblems be given official recognition under the appropriate sections of the Vehicles Act.

In the past there have been numerous requests for lists of farm safety films suitable for farm and rural audiences. Since nothing of this kind was available, an attempt was made to compile a comprehensive Farm & Rural Safety Film Catalogue listing film titles and sources from which they might be obtained. During the course of enquiries it became evident that few films existed in the farm safety field, and none that were directly related to western Canadian agriculture. We therefore approached the National Film Board suggesting they consider production of a suitable film for western farm audiences. The potential of such a film could run into the hundreds of thousands and would be welcomed by all agencies interested in rural safety. While no definite reply has yet been received from the National Film Board, the regional office has made strong representations on our behalf, and prospects are quite encouraging.

Three filmstrips on farm chemicals, together with scripts and recordings were obtained and added to our library during the year. The increasing use of chemicals in agriculture and the growing volume of brands available makes it necessary to have the most recent educational material available if the farm community is to be kept abreast of developments. These filmstrips and slide sets provide a means of updating the farming public on the necessary safety measures to follow when working with the various chemicals.

The farm safety movement has been hampered in the past by lack of accurate, detailed statistics on the incidence and cause of accidental death and injury to rural people. Lacking this information it has been difficult to plan new safety projects or establish any system of priority in existing programs. To overcome this problem the Farm Division have appointed a committee to examine the possibility of correlating existing statistical information and consolidating it into a comprehensive analysis of the rural accident problem. If this can be successfully accomplished it could form the basis of a more concentrated effort on the farm accident problem, giving priority to factors causing the greatest number of injuries and deaths.

With the cooperation of CBK radio, arrangements were made for regular farm safety broadcasts dealing with topics of current interest to the farming community. When the program was introduced it was intended primarily as a summer series, but broadcasts were so well received that it is now a permanent CBK public service feature.

Last year we reported the fact that John Deere Implement Company had donated a tractor to revive the Tractor Tipping Demonstrations introduced by the Dept. of Agriculture in 1956. At that time performance tests were being carried out by the University of Saskatchewan to program a series of manoeuvres which would ensure maximum educational benefit from the unit. However, in the course of these tests it was found that the stability features built into the modern tractor have almost eliminated the accident producing characteristics of older models, and that the average farmer could not relate the severe conditions under which the tractor would tip to actual farm practices. We have therefore discontinued this project.

Farm Safety Week was observed from July 25 to 31. Ten thousand posters emphasizing farm family safety were distributed through elevator companies, retail and wholesale implement dealers, Public Health region offices, Dept. of Agriculture and other agencies connected with the rural community. The Division is very much indebted to the Dept. of Public Health for their valuable assistance in printing the posters and generally publicizing the program through Health Regions. Finally, as Chairman of the Division, I would be remiss if I did not acknowledge the tremendous support we have received from individual members, industrial concerns, Government Departments and others vitally interested in this important field. While we cannot possibly list all of the ancillary projects and personnel, we do wish to record the contribution they have made to a successful year in the cause of farm accident prevention in Saskatchewan.

Respectfully submitted

"Signed"

C. G. Casswell, Chairman
Farm Division

SASKATCHEWAN SAFETY COUNCIL

HOME SAFETY DIVISION

CHAIRMAN'S REPORT - APRIL 1966

The Home Division Directorate held three meetings during the year - May in Regina, October in Saskatoon, and February in Regina.

An extensive educational program on discarded refrigerators was conducted. Don Knudsen of the Refrigeration Service Engineers Society was responsible for distributing 980 colored posters to Health Regions and Municipalities. A copy of the by-law concerning discarded refrigerators was sent to all local safety councils with a covering letter asking them to press for similar legislation in their local communities.

The film "Behind Closed Doors" was purchased by the Provincial Public Health Department to be available on loan to the public.

Still on the subject of refrigerators, the Refrigeration Service Engineers Society made film slides available to T.V. Stations, releases were sent periodically to all news media and one radio broadcast was devoted to discarded refrigerators.

The Committee appointed last year to investigate the safety of private swimming pools obtained a lengthy and technical guide from the United States which has been submitted to the National Safety League for interpretation and possible adaptation for use in Canada.

Child Safety Day was adopted as a continuing project by the Home Division of the Saskatchewan Safety Council; a poster is being prepared which will be used across Canada.

More than 1,500 youngsters enrolled in 37 baby sitting courses during the year; these courses were sponsored throughout the province by various groups, e.g. Girl Guides, 4-H Clubs, C.G.I.T.

Reports on these courses have been favorable and enthusiastic and there has become tremendous response, with registration for many of the courses in excess of the recommended maximum of 50.

Four pamphlets have been produced and made available for distribution; these are dealing with power mowers, backyard hazards, electrical appliances, and general family safety.

Various aspects of home safety have been the subject of radio broadcasts in the province.

The National Safety League was advised of the Home Division's concern with unsafe practices shown in some T.V. advertising, for example, sharp knives being tested by hand and a bottle left on a table after a mother had administered aspirin to a child. The Safety League has advised that they will use their influence with advertising agencies and companies concerned regarding the safety aspects of T.V. commercials.

Resignations were received from Dr. S. Best, Dr. P. B. Peacock and Mr. W. E. Bolton.

The Directorate was advised by Health Minister Judy LaMarsh that there will be a new appointment to the Food and Drug Directorate, who will be responsible for maintaining up-to-date Poison Control indexes. A letter to the newly appointed Health Minister brought him up to date with the Home Division's concern with this matter.

A budget for 1966-67 in the amount of \$1,000 was passed by the Treasury Board.

Baby Sitting Course	\$ 100.00
Child Safety Day	300.00
Reprints of Material	100.00
Senior Citizen Safety Program	200.00
Travel	100.00
Miscellaneous	100.00
Promotional Material	100.00
	<u>\$1,000.00</u>

Future plans for the Home Division include:

- 1) Looking at Senior Citizen Safety with a view to planning an educational program.
- 2) Looking at the design of homes from a safety standpoint.
- 3) Follow up on pressurized containers and "child proof" medicine cabinets.

The Baby Sitting Courses will be a continuing project as well as special publicity concerning the safety problems of Christmas, Halloween, etc.

Appreciation is expressed for the support of all directors during the year and special thanks to our Treasurer, Mr. O. J. McNeill, and our Secretary, Miss Gladys Adams. We regretted Miss Eleanor Zvanchuk's resignation; we appreciated her able assistance.

Respectfully submitted,

"Signed"

Mrs. Jean Woods, Chairman,
Home Safety Division.

SASKATCHEWAN SAFETY COUNCIL
RECREATION DIVISION

ANNUAL REPORT 1965-66

Recreation demands continue to increase suggesting a real need to expand and broaden the activities of the Recreation Section. Increasing leisure hours coupled with automation, the trend to urbanization, and increased populations suggests constant pressures on all facets of recreation.

Sports participation surveys undertaken in the United States supports this trend. It is interesting to note participants in certain fields of recreation, for example:

Bicycling	-	57 million
Volley Ball	-	40 million
Boating	-	39 million
Bowling	-	39 million
Camping	-	37 million

Outdoor recreation activities would seem to be most prominent for example, in 1965 there were 9 million visitors to Canada's national parks. Here in Saskatchewan park visitations amounted to 1,618,000 or $1\frac{1}{2}$ times the total population.

Activities in the recreation section for the year under review were largely directed to water sports with our concern in matters of swimming and boating safety. At the present time there are in excess of 17 thousand pleasure craft operating within the province. In addition to this within the various cities, towns, villages and municipalities there are approximately 129 beaches and swim areas and some 32 major swimming pools. It was during this year that the Safety Council adopted the Mile Swim Award largely due to the efforts of Mr. Bev Lawson of the Canadian Red Cross. This program has met with tremendous enthusiasm and support from all sections of the province. Up to the present time there have been some 245 awards. Consideration is being given to providing further encouragement by the adoption of bars for better mile swim times which has been adopted in the Province of Alberta.

Representations were made to the National Safety League of Canada for particulars in connection with better boating courses. A supply of material was obtained, discussions have commenced and are presently underway with the Saskatchewan Fish and Game League to develop a major program for better boating. This organization has been most active in the development of a gun safety program. Special interest has been evident in certain League branches and it would appear that the better boating program will be carried out jointly between the Safety Council and this particular organization.

Additional activities in water safety which are under consideration and are proposed for this year include the whole area of life saving equipment with special emphasis on life jackets, swimming and ring buoys. Some concern has been expressed by various communities in the matter of their responsibility to provide safety equipment at public and non-public beaches. The increasing trend towards water skiing has created some additional problems which obviously suggests a more active role by the Safety Council in this particular area. The Safety Council's role in water safety has been supported and supplemented by the establishment of a branch of the Royal Life Saving Society. The Recreation Section has also undertaken some preliminary reviews into such areas as mouth guards and head gear and various types of sport activity. We have also initiated enquiries in the matter of a code for midway rides. We are particularly concerned with the lack of statistical data in the matter of recreation accidents. Some action has been initiated in connection with a review of playground safety. A special experimental project under consideration relates to reducing deer-auto collisions. This involves the installation of special reflectors or mirrors adjacent to deer crossings on provincial highways. A one-quarter of a mile test strip is contemplated, this to be undertaken in co-operation with the Wildlife Branch of the Department of Natural Resources and the provincial Department of Highways.

During the period under review the Recreation Section did receive a fair degree of publicity in terms of skiing safety, basketball, swimming and gun safety. Members of the Recreation Section did undertake certain liason and consultation with various outside agencies, in the promotion of safer recreational activities. A major portion of the activities carried out by this division in 1965 was under the chairmanship of Mr. Bev Lawson. I received this appointment in October. There were two meetings of the Recreation Section. We regret the resignations of W.G. Tuck of the Continuing Education Branch of the Department of Education, Mr. Fred Nagel of the Regina Flying Club and Mr. Jack Peart, Peart's Hardware, Regina. All of these individuals contributed considerable to the activities and role of the Safety Council and in particular the Recreation Division. Two of these individuals provided replacements, Mr. Don Campbell of Air Ambulance and Mr. S.R. Bowns of Peart's Hardware.

We are anticipating some active involvement by the new Youth Agency of the Provincial Government which has assumed certain responsibilities of the Continuing Education Branch.

I would like to express my appreciation to all members of the Recreation Division for their active participation and in addition the excellent support and guidance provided by Len Bowman and his staff.

W.A. Hartwell.
Chairman.

SASKATCHEWAN SAFETY COUNCIL
College and School Division

ANNUAL REPORT

As a preface to this second annual report of the College and School Division, I would like to ennumerate some of the functions and objectives of our group. As the name implies, we have a specific interest in projects aimed at the University, High School and Elementary student. However, we are also a vehicle for the dissemination of information from other divisions to schools and colleges. In previous reports we have invited other divisions to use our facilities in reaching this segment of our population, but so far we have certainly not been inundated by the volume of requests. I would emphasize again therefore, that our Division has the necessary contacts and facilities to assist other divisions with general or specific programs which involve elementary, high school or university students.

One of the major division projects over the past year has been the organization of a pilot Electrical Safety program in close cooperation with the Saskatchewan Power Corporation and the Department of Education. Three superintendencies involving 30 schools and over four thousand students were covered in the initial four week program. General teacher and student response to the project has been excellent and we hope to extend it to other areas during the coming year. However, general expansion will depend to a great extent on whether Saskatchewan Power Corporation staff can be assigned permanently to this program as it entails a great deal of travel and time.

An equally important project of our division has been the accumulation of information, pamphlets, texts and other material on school safety which will eventually be edited and published as a "Teachers' Safety Handbook" for use in Saskatchewan schools. In this way we hope to encourage some degree of uniformity in Safety Education and provide information and resource material which is not presently available.

Our division has viewed with concern the experience of other areas in the current skate board craze. In some jurisdictions several fatalities have already occurred as a result of young, inexperienced and unsupervised children using skateboards in heavy traffic areas. While this fad has not yet reached unmanageable proportions in Saskatchewan, we are taking preventative action through news releases and various other means urging parents and teachers to ensure young children do not use skateboards in places where they may conflict with motor vehicle movement.

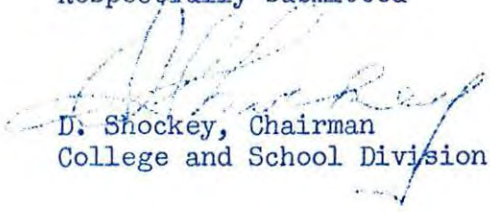
Students in Grades five to eight are being taught the basic fundamentals of mouth to mouth resuscitation in a pilot project now underway in Saskatoon Schools. A great deal of enthusiasm and interest has been evident among students in the initial course and we hope to encourage even greater participation and interest by providing wallet cards recognizing student accomplishment. Eventually, the project will be extended to other schools when a general outline of method and organization has been established as a guide for teachers and administrators.

The Division now has representation on the Driver Education and Training Board in order to keep informed on developments in the High School Driver Education field. We feel this to be an integral part of the total safety effort in a comprehensive school safety program and the closer liasion with Driver Education can enable us to provide a more progressive overall program.

During Fire Safety Week excerpts from the National Fire Code of Canada, dealing specifically with school buildings and evacuation procedures, were distributed to Fire Chiefs and School Superintendents throughout the Province. Saskatchewan Government Insurance Office also furnished fire mock-up kits which were given wide circulation. On behalf of the Division I would like to express our appreciation to SGIO for financial support in this project.

Finally, I would like to express my personal appreciation to all members of the College and School Division and to the many organizations and groups they represent for their generous support throughout the year. This is, and will continue to be the basis of any successful safety program.

Respectfully submitted



D. Shockey, Chairman
College and School Division