

SASKATCHEWAN

SAFETY

COUNCIL

A N N U A L M E E T I N G

1967

Hotel Saskatchewan
April 13, 14, 15

PROGRAM

&

ANNUAL REPORTS

DATE & TIME	DETAIL	PLACE
<u>Wednesday</u> <u>April 12</u>		
7:30 - 9.00 p.m.	Advance Registration	Foyer Main Floor
8:30 - 9:30 p.m.	Executive Meeting	Safety Council Suite

<u>Thursday</u> <u>April 13</u>		
8:00 a.m.	Registration	Foyer Convention Floor
9:15 a.m.	Official Party Assembly	Foyer Convention Floor
9:30 - 10.00 a.m.	Official Opening	Saskatchewan Suite
<u>Official Party</u> W. A. Hartwell - Chairman Recreation Mrs. Kay Jefferies - Chairman Home Dale Shockey - Chairman College & School Lyle Muir - Treasurer A. Garfield Stewart - Past President Rev. Robert Ek, President Ministerial Association Major D. C. Irwin D.C. Aide to the Lieut-Governor Hon. H. L. Hanbidge - Lieut-Governor J. O. Dutton - President Sask. Safety Council Hon. Wilf Gardiner - Province of Sask. Mayor Henry Baker - City of Regina Christian Smith - Vice President W. G. McInnis - Chairman Traffic C. G. Casswell - Chairman Farm Gerry Harris - Chairman Occupation 6 Bars - God Save The Queen O Canada Invocation Rev. Robert Ek President's Opening Address Official Opening by His Honour, Lt. Governor H. L. Hanbidge Greetings - Hon. Wilf Gardiner Greetings - Mayor Henry Baker - City of Regina Announcements Recess for Coffee		
10:00 - 10:15	<u>Coffee Break</u> <u>Host:</u> Saskatchewan Transportation Co., W. J. Flynn	Convention Foyer

DATE & TIME	DETAIL	PLACE
<u>Thursday</u> <u>April 13</u>		
10:15 - 11:15 a.m.	<u>Plenary Session</u> Chairman <u>SAFETY FOR ALL AGES</u> Dr. O. E. Laxdale - Child Safety Dr. B. Kobrynski - Senior Citizen Safety	<u>HOME Division</u> Mrs. Kay Jefferies Saskatchewan Suite
11:15 - 12:15 .	<u>Plenary Session</u> Chairman <u>ARE FARM MACHINES SAFE?</u> Norman Flaten - University of Sask. Jack Gilliland - Sales Manager John Deere	<u>FARM Division</u> Cam Casswell Saskatchewan Suite

12:30 - 2:00 p.m.	<u>LUNCHEON</u> Chairman SPEAKER: How responsible can Twentieth Century Youth Be?	Host: Saskatchewan Safety Council Mrs. Jean Woods Miss Marlene Tamaki Oak Room

2:00 - 3:15 p.m.	<u>Plenary Session</u> Chairman <u>TRAFFIC SAFETY HOTSEAT</u> J. Stacey..Senior Engineer, Chrysler Corp. Windsor J. Dykes...General Manager, Motor Vehicle Manufacturers Association - Toronto Moderator: R. G. McWhirter Interrogators: Insp. Gilbert, C. Dr. Andrews, C.H. Mr. Malach, S. Mr. Couturier, R.P. Mr. Lochore, A.J.	<u>TRAFFIC Division</u> W. G. McInnis Saskatchewan Suite
3:15 - 3:30 p.m.	Coffee Break:	Host Greyhound Bus Lines A. J. (Bob) Lochore Convention Foyer

DATE & TIME	DETAIL	PLACE
Thursday, April 13		
3:30 - 4:15 p.m.	<u>Plenary Session</u> Chairman: Dale Shockey <u>ELECTRICAL SAFETY</u> Jack Steger - Sask. Power Corporation	Saskatchewan Suite
4:15 - 5:15 p.m.	<u>Plenary Session</u> Chairman W. A. (Art) Hartwell <u>FUN AND GAMES WITH SAFETY</u> Moderator: Merle Roome Participants: <u>Hunter Safety Skit</u> Ralph Thompson Jerry Doll Bob Beanlands Tom Fielding St. John Ambulance Assoc. <u>Water Safety</u> Andy Rankin <u>Mouth to Mouth Resuscitation</u> Mrs. Betty Walsh <u>Trailer Safety in Provincial Parks</u> Art Hartwell	Saskatchewan Suite

6:15 - 8:30 p.m.	<u>BANQUET</u> Host: Co-operative Insurance Services Chairman: Bob Collins, Executive Assistant SPEAKER: Dr. A. F. Huston <u>Physical Fitness and Fatigue Factors</u> <u>In Everyday Life.</u>	Saskatchewan Suite

DATE & TIME	DETAIL	PLACE
Friday <u>April 14</u>		
8:00 a.m.	Registration	Convention Foyer
9:00 a.m.	General Assembly	Saskatchewan Suite
9:15 - 12 Noon	<u>DIVISION ANNUAL MEETINGS</u>	
10:15 - 10:30 a.m.	Coffee Break Host: Greyhound Bus Lines	Convention Foyer
	Traffic Division.....Saskatchewan Suite Farm Division.....Pasqua Suite Home Division.....Wascana Suite Recreation Division..Victoria Suite College & School.....Regina Suite Occupation Division...Library	

12:30 - 2:00 p.m.	<u>LUNCHEON</u> Host; Saskatchewan Government Insurance Office	Oak Room
	Chairman: W. G. McInnis, Chief Underwriter	
	SPEAKER: Paul Hack Sask. Centennial Association	
<u>CENTENNIAL AND YOU!</u>		

2:15 - 5:15 p.m.	<u>ANNUAL MEETING - Saskatchewan Safety Council</u>	Saskatchewan Suite
	Chairman: J. O. Dutton, President	
	Receiving Reports Financial Statement Resolutions Election of Officers	
3:15 - 3:30 p.m.	Coffee Break - Sask. Transportation Company	Convention Foyer
	Benediction - Father M. Vezeer	

DATE & TIME	DETAIL	PLACE
6:00 p.m.	<u>ANNUAL COUNCIL DINNER</u>	
	Host: Saskatchewan Safety Council	Saskatchewan Suite
	Chairman: President S.S.C. 1967-68	
	Program: O Canada Presentation Charters	
	Violinist: Malcolm Lowe	
	Accompanist: Miss Cathy Vickers	
	Soloist: Mrs. Barbara Carey	
	Accompanist: Mrs. Mary Drake	
	Premiere Showing: Film "Are You Warm to the Touch"	
	God Save The Queen	

Saturday, April 15		
9:00 a.m.	Registration	Convention Foyer
	<u>ANNUAL MEETINGS</u>	
	Safety Council Workshop	Library
	Saskatchewan Driver Instructor Assoc.	Pasqua
	Royal Life Saving Society	Wascana
	Underwater Council, Saskatchewan	Victoria
12:30 p.m.	<u>LUNCHEON</u>	Oak Room
2:00 p.m.	Meetings to continue with exception of Workshop unless business completed.	

PRESIDENT'S REPORT - SASKATCHEWAN SAFETY COUNCIL

1967

As you know, the major amount of the work done by the Safety Council is carried out by our competent General Manager and his staff. The position of President is one in which the incumbent can lend his advice and his experience to the ideas initiated by the General Manager and staff, but aside from that, he can do little else, for the major amount of his time is taken up in the carrying out of his other duties.

I think, however, that a person who accepts the position of President, takes that position seriously and looks with great interest, and I might say, pride, upon the accomplishments of the Safety Council throughout its years of operation. Certainly, I look in this way upon the activities of the Saskatchewan Safety Council for the past year.

Our Council is unique. It covers all aspects of safety; in traffic, on the farm, in the home, in the place of work, in recreation, and most particularly in the College and School Division wherein our precepts and our knowledge are put into the language of the school child in order that he might begin to learn the principles of safety at a most early age. There is no doubt but that the example set by the Safety Council, in its six-divisional capacity, is looked upon with great interest throughout our whole country, and its progress is measured by that interest.

We must also consider the vast strides that have been made this last year in the field of public education in matters of safety. This has been accomplished by the publishing of most interesting and readable material, and in many other ways; it serves to drive home to the average citizen, the fact that safety is an ever-important consideration in our daily lives.

We are particularly pleased at the course that the Student Driver Training Program, initiated by the Safety Council, has taken. It is true that we will no longer administer the operation of this program, but it is equally true that we are most gratified to see that a program which was our brainchild has been considered worthy to become the subject of legislation in the Province of Saskatchewan, to receive the support of the Government, the Legislative Assembly, and the public, and to be increased in its scope far beyond what we could ever have hoped to have done. We believe that driving safety, which has an ever increasing social impact, is a basic necessity, and the fact that it is now going to be taught in every high school as part of the curriculum should, in every way, cause us to modestly congratulate our Council.

We sincerely hope that there will be other fields in which we can pioneer, and lead the way in making the public ever more safety conscious. For this reason alone the existence and the continuance of the Safety Council must be pursued.

"Signed"

J. G. Dutton, President,
Saskatchewan Safety Council.

SASKATCHEWAN SAFETY COUNCIL

Report of the General Manager
to the Annual Meeting
April 14, 1967

Mr. President;
Ladies and Gentlemen:

My report will of necessity be as brief as possible since there is always the risk of duplicating remarks made by others contributing to this annual documentary.

Our offices continue to be a pleasure in which to work and the number of meetings held regularly in the Board Room indicate the increasing value of the headquarters. Staff has totalled six for the year and for the record, duties were:

Leonard S. Bowman - General Manager
Thomas Ireland - Driver Education & Training Supervisor
Co-ordinator Farm and College & School
Divisions
Charles H. Carroll - Office Manager
Co-ordinator Home Division
Co-ordinator Women's Awards Program
Mrs. Dorothy Erickson - Secretary and Receptionist
Miss Paula Fiesell - Secretary to Mr. Ireland
Mrs. Dianne Austin - Records Clerk and secretary to
Mr. Carroll

Their duties have been many and varied throughout the year and these people have contributed greatly through their services and devotion to their work to our safety education efforts.

Mr. Thomas Cook, who did so much to see to providing us with our office space, died recently. We shall miss his personal interest in our welfare. Successors have been appointed through his estate and we are now into completing our second year of a five-year lease.

Communication is an essential lifeline of the Council and with the public, our membership, and our friends near and far there has been no gap. The year saw the further development of:

Saskatchewan Safety Communication
Driver Improvement Bulletin
Safety Council Notes and Quotes

For the first part of the year a weekly series of "Safety Sask. Says" with articles for radio and newspapers covering all divisions was distributed, but it was found that only one or two centres used the material. However, the Recreation Division's "Winky", the creation of Merle Roome, has shown up in many ways. Nevertheless, there has been exceptional co-operation with all the news media in the province and without this support and public service our task would be that much more difficult. It has been pleasing to note the interest

taken in our efforts by the news media outside the province and our Driver Education and Training program has brought national attention.

It isn't possible at this stage to estimate the value we have received from all those agencies which have provided thousands of pieces of educational literature for distribution; the firms, government agencies in Canada and the United States and in fact, from other parts of the world who supply us with periodicals and research material, which is all used somehow or other. The amount of newspaper space and the viewing and air time this year has doubled. All in all, the combined effort has been worth to us many thousands of dollars. This is often overlooked when a balance sheet is read and smaller amounts are listed under the item "Promotional Activities." Throughout the year under review, every Wednesday and Friday, CBK of the Canadian Broadcasting Company, broadcast programs on comprehensive safety. This has now been expanded to shorter broadcasts but on the average of at least one a day prepared by the Council's staff. This is repeating itself through other stations and frequently long distance calls are incurred by the media for direct statements. Hot Line programs, "Talk Backs", thirty-minute interviews, Guest House appearances, Editorials, have all been part of our COMMUNICATION.

Two special studies were completed by the Traffic Division; one on Motor Driven Cycles, which was presented to the Canadian Highway Safety Council, and subsequently distributed to each province, and the other a Brief on "Drinking and Driving" presented to the Minister's Special Committee on Alcoholism. Work is underway in giving the Canadian Highway Safety Council assistance in the preparation of National Aims, Objects and Policies for Driver Education in High Schools.

The Driver Improvement Program will require the services of a co-ordinator, and in the order of things, it is a natural follow-up of the Driver Education and Training Program. We have received much assistance from the National Safety Council (U.S.A.) in this program and that organization holds our work in this connection in high esteem.

Seasonal programs have been maintained in Traffic Safety and the "Check Your Car" in April and May received attention. In summer the safe vacation driving. Preparation for winter hazards and the December Safe Driving Week and Holiday Hazards projects were given attention.

The Bicycle License program is gradually growing and Meadow Lake and Wynyard were added to our list. We now have Regina, North Battleford, Melville, Lloydminster permanent subscribers to the reflectorized bike license program and Saskatoon and Swift Current using booklets and identification cards.

A great deal of pride is being experienced by those accomplishing the Mile Swim Award, and an Honour Roll book is being maintained on the names of all those receiving the award.

The Royal Life Saving Society has now come into its own, having received assistance from the Recreation Division. The Council continues to be of help to that organization by processing the awards. This also includes all the awards presented to R.C.M.P. in Regina.

A new venture for the Council came when a request was received to work with the Emergency Measures Organization and the Department of Public Health in setting up a one-day Road Ambulance Operator Refresher Course. This has resulted in a similar program being scheduled for 1967 and for the Saskatchewan Road Ambulance Association becoming affiliated with the Saskatchewan Safety Council.

New Charters have been approved for:

The Prairie Farm Rehabilitation Administration
The Armed Services Base - Moose Jaw
and the Saskatchewan Underwater Safety Council

This now brings our affiliations to 26. While it is the usual cry that not all are active, a further attempt will be made to have a 100% report for 1967-68. A list is appended.

Provincial General Managers of Safety Councils have held their two meetings each year and contact has been made regularly with exchange of materials and program planning ideas. We also receive assistance from the Ontario Department of Transport. Our membership continues with the National Safety Council, Chicago, and monthly we receive additions to our Molson's Library from that source. Through the organization of the State and Provincial Co-ordinators, progress reports are obtained and program materials received. Other Councils we have contact throughout the year:

Hove and Portslade, Great Britain
Royal Society for the Prevention of Accidents
South Otago Road Safety Association, New Zealand
Australian Road Safety Council, Melbourne, Australia
The South African Road Safety Council

Our Baby Sitting Course through the Home Division continues to prosper, and it was encouraging to be told in Ottawa by the National Safety League of Canada that Saskatchewan is a leader in this field. Elmer the Elephant program is thriving and the Pedal Pusher Club has a good membership. Youth is coming into the picture and through the Assistance of the All Canada Federation, there will be a Youth Parliament of Road Safety in Ottawa with ten representatives participating from Saskatchewan. We have been able to obtain the Saskatchewan Youth Council in selecting Saskatchewan's representatives and the 4-H Council.

Our contact with the Canadian Standards Association is considerable and we have Charlie Liebel on Bleacher Seat Standards, Christian Smith on the Slow Moving Vehicle Emblem Standards and Jack Syrnyk on Tire Standards. W. G. McInnis is our representative on the Canadian Government Specifications Board. The latter-named Board has provided us with an excellent "Guide to Traffic Safety" and copies are being distributed.

The Canadian Good Roads Association Trophy has been held by the Saskatchewan Safety Council a second year because no award was made during 1966-67 for the trophy.

Many talking engagements have been had by members of the staff and wherever possible travel has been made throughout the province. We have had the privilege of visitors to the office including representatives of managements in the East. Phil Farmer, executive director of C.H.S.C. spent time with us also Gay McLaren, general manager of the National Safety League of Canada. Ernest Taylor from the Ontario Safety League and Steve Kershaw, Executive Director of the British Columbia Safety Council. Frank Gillis of 3 M, London, Ontario, and many others.

This report could go on and on embodying many of the interest facets of this work. There's much to be done and at least there is sufficient to indicate that while everything isn't spelled out during the annual meeting, reports during the year have spoken for themselves. There just remains to be said that none of this work cannot be accomplished without the support and co-operation of many people. To list all the Government Departments and Agencies, managements, companies, those who support us financially, the Cities, Towns, Villages and Rural Municipalities would mean that someone would be missed out who we should include, therefore, on behalf of the Staff, thanks are extended to all those with whom we work including the complete membership of the Council. Without such help our work would be more difficult.

Respectfully submitted,

Leonard S. Bowman
Leonard S. Bowman
General Manager

Charter # 1 Saskatchewan Trucking Safety Council
Charter # 2 Moose Jaw Safety Council
Charter # 3 Weyburn Safety Council
Charter # 4 Saskatoon & District Safety Council
Charter # 5 Saskatchewan Oil & Gas Safety Council
Charter # 6 Swift Current Safety Council
Charter # 7 Battlefords Safety Council
Charter # 8 Saskatchewan Road Builders Safety Association
Charter # 9 South East Safety Council
Charter #10 Regina Safety Council
Charter #11 Moosomin & District Safety Council
Charter #12 Saskatchewan Petroleum Industry Safety Association
Charter #13 South West Safety Council
Charter #14 Prince Albert Traffic Safety Council
Charter #15 Women's Safety Council - Moose Jaw
Charter #16 R.C.A.F. Station Safety Council - Alsask
Charter #17 R.C.A.F. Station Safety Council - Yorkton
Charter #18 R.C.A.F. Station Safety Council - Dana
Charter #19 Convent of the Child Jesus High School Safety Council
Charter #20 Lloydminster Safety Council
Charter #21 Melville Safety Council
Charter #22 Yorkton Safety Council
Charter #23 F.F.R.A.
Charter #24 Canadian Forces Base - Moose Jaw
Charter #25 Saskatchewan Underwater Council
Charter #26 Saskatchewan Ambulance Association

SASKATCHEWAN SAFETY COUNCIL

TREASURER'S ANNUAL REPORT

APRIL 12, 1967

The statements accompanying this report portray the financial operations of the composite Saskatchewan Safety Council in its third year, April 1, 1966 to March 31, 1967.

Receipts for the year, apart from promotional programs and sundry items, were \$29,796.00, or \$946.00 more than the forecast of \$28,850.00. The promotional programs generated \$694.00 over and above what was expended on them, while deposit interest and other minor revenues produced a further \$2,090.00. Thus, also taking into account the \$8,374.00 at our disposal in the General Account at the beginning of the year, the Council had \$40,954.00 to work with in the past 12 months.

General Administrative costs in 1966-67 were \$31,694.00 or \$74.00 over the forecast of \$31,620.00. The six divisions spent \$2,849.00 on their various specific projects, under the \$6,495.00 budget by \$3,646.00, while miscellaneous expenditures totalled \$718.00. Total operating expenses, therefore, came to \$35,261.00 leaving a balance in the General Account of \$5,693.00. The budget set at the beginning of the fiscal year under review predicted a cash balance of only \$135.00, but the surplus of \$5,558.00 is explained above.

No Treasury Board meetings were held during the past year (by agreement), but the members, largely the Finance Chairman of each of the six divisions, were apprised monthly of the financial standing of the Council. No budgets have yet been set for the current fiscal year, due to the several uncertainties surrounding our financial situation. It should be pointed out that approximately \$10,600.00 of the \$13,455.00 paid out of the Driver Education and Training Program Trust Fund (see statement 2) was used to pay a small portion of the Council's overhead and the entire salaries of two of our staff. This fund will be phased out by August 31, 1967 with the result that these expenditures will have to be handled out of the General Account, or the two members of the staff released. The latter course seems likely.

As mentioned in the Treasurer's Report a year ago, revenues from "Grants" must be increased substantially, especially in the fiscal year we have just entered. It is now certain that support from the Provincial Government and from Crown Corporations will not be allowed to exceed \$25,200.00 in 1967-68. We received \$22,086.00 last year from these sources together with the \$10,600.00 referred to in the preceeding paragraph. It would seem that the future of the Saskatchewan Safety Council may depend upon increased support from private industry and from municipal governments.

Respectfully submitted,

"Signed"

W. L. Muir, Treasurer,
Saskatchewan Safety Council.

SASKATCHEWAN SAFETY COUNCIL 1966 - 1967 EXPENDITURES

Allocation of Administrative Costs

	<u>Total</u>	<u>Traffic</u>	<u>Farm</u>	<u>Home</u>	<u>Recreation</u>	<u>Occupation</u>	<u>College & School</u>
Annual Meeting	\$ 1,304.54	\$ 887.09	\$ 130.45	\$ 130.45	\$ 130.45	\$ 13.05	\$ 13.05
Bank Charges	23.95	16.30	2.39	2.39	2.39	.24	.24
Furniture & Equipment	59.74	40.63	5.97	5.97	5.97	.60	.60
Miscellaneous	223.22	151.80	22.32	22.32	22.32	2.23	2.23
Meetings	271.60	184.68	27.16	27.16	27.16	2.72	2.72
Memberships	143.90	97.85	14.39	14.39	14.39	1.44	1.44
Office Maintenance	1,147.33	780.20	114.73	114.73	114.73	11.47	11.47
Pensions	256.56	174.46	25.66	25.66	25.66	2.56	2.56
Postage & Express (administrative)	342.65	233.01	34.26	34.26	34.26	3.43	3.43
Postage & Express (specific)	393.65	171.85	30.19	72.51	25.45	1.97	91.68
Publications	247.20	168.10	24.72	24.72	24.72	2.47	2.47
Equipment Repairs	96.42	65.58	9.64	9.64	9.64	.96	.96
Rent	4,513.44	3,069.16	451.34	451.34	451.34	45.13	45.13
Salaries	19,356.08	13,162.13	1,935.61	1,935.61	1,935.61	193.56	193.56
Stationery	1,381.93	939.72	138.19	138.19	138.19	13.82	13.82
Telephone & Telegraph (admin.)	323.75	220.13	32.38	32.38	32.38	3.24	3.24
Telephone & Telegraph (specific)	61.82	9.80	35.25	.20	14.44		2.13
Travel (administrative)	683.29	464.64	68.33	68.33	68.33	6.83	6.83
Travel (specific)	862.65	768.60	94.05				
	<u>\$31,693.72</u>	<u>\$21,605.73</u>	<u>\$3,197.03</u>	<u>\$3,110.25</u>	<u>\$3,077.43</u>	<u>\$305.72</u>	<u>\$ 397.56</u>
Other Safety Programs	2,849.32	1,159.69	541.01	518.87	332.92	28.62	268.21
	<u>\$34,543.04</u>	<u>\$22,765.42</u>	<u>\$3,738.04</u>	<u>\$3,629.12</u>	<u>\$3,410.35</u>	<u>\$334.34</u>	<u>\$ 665.77</u>
Elmer the Safety Elephant	559.04						559.04
Pedal Pusher	342.80						342.80
Bicycle Licenses	2,262.87	2,262.87					
Baby Sitters Course	64.18			64.18			
Mile Swim Award	58.73				58.73		
Royal Life Saving Society	1,811.50				1,811.50		
Driver Improvement Program	3,161.07	3,161.07					
	<u>\$ 8,260.19</u>	<u>\$ 5,423.94</u>		<u>\$ 64.18</u>	<u>\$1,870.23</u>		<u>\$ 901.84</u>
	<u>\$42,803.23</u>	<u>\$28,189.36</u>	<u>\$3,738.04</u>	<u>\$3,693.30</u>	<u>\$5,280.58</u>	<u>\$334.34</u>	<u>\$1,567.61</u>
Womens Awards Program	285.82						
Royal Life Saving Society	332.12						
	<u>\$43,421.17</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 Instructors' Training Program Trust Fund has been made under my direction for the year ended March 31, 1967. 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, 1967 according to the best of my information and the explanations given to me and as shown by the books of the Council.

"Signed"

Regina, Saskatchewan,
April 7, 1967.

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

SASKATCHEWAN SAFETY COUNCILGENERAL ACCOUNTSTATEMENT OF RECEIPTS AND PAYMENTSFor the Year Ended March 31, 1967

Receipts:

Grants:

Associations & Companies	\$ 5,761.75
Cities, Towns and villages	1,040.00
Province of Saskatchewan	12,461.00
Rural Municipalities	853.00
Saskatchewan Government Insurance Office-Traffic	9,625.00
Individual memberships	55.00
	<u>\$29,795.75</u>

Promotional Programs:

Elmer the Safety Elephant	\$ 660.90	
Pedal Pusher Club	402.88	
Bicycle licenses	2,364.25	
Home baby sitting course	119.47	
Driver Improvement	3,356.74	
Mile swim award	238.94	
Royal Life Saving Society	<u>1,811.50</u>	8,954.68
Annual meeting registration		377.00
Driver Instruction Course registration		265.20
Womens' award		437.42
Bank interest		799.80
Sundry		153.57
Travel advance outstanding, April 1, 1966		<u>56.70</u>
		<u>\$40,840.12</u>

Payments:

Annual meeting	\$ 1,304.54
Bank charges	23.95
Furniture and equipment	59.74
Meetings and luncheons	271.60
Membership dues and fees	143.90
Miscellaneous	223.22
Office maintenance	1,147.33
Pension	256.56
Postage and express	736.30
Publications	247.20
Rent	4,513.44
Repairs and maintenance equipment	96.42
Salaries	19,356.08
Stationery	1,381.93
Telephone and telegraph	385.57
Travel	<u>1,545.94</u>

Statement 1 (concluded)Payments - (concluded)

Promotional programs:

Elmer the Safety Elephant	\$ 559.04	
Pedal Pusher Club	342.80	
Bicycle licenses	2,262.87	
Home baby sitting course	64.18	
Mile swim award	58.73	
Royal Life Saving Society	1,811.50	
Driver Improvement	<u>3,161.07</u>	\$8,260.17

Other Safety Programs:

Traffic division	\$1,159.69	
Farm division	541.01	
Home division	518.87	
College and school division	268.21	
Recreation division	332.92	
Occupational division	28.62	
Royal Life Saving Society - grant	332.12	
Womens' Award	<u>285.82</u>	3,467.26

Travel advance outstanding, March 31, 1967

100.00 \$43,521.17

Excess of payments over receipts

\$ 2,681.05

Unexpended balance, April 1, 1966

8,374.30

Unexpended balance, April 1, 1967

\$ 5,693.25

SASKATCHEWAN SAFETY COUNCILDRIVER EDUCATION AND TRAINING PROGRAM TRUST FUNDSTATEMENT OF RECEIPTS AND PAYMENTSFor the Year Ended March 31, 1967

Receipts:

Saskatchewan Government Insurance Office-Grant	\$14,000.00
Sale of manual and decals	24.05
Travel advance outstanding, April 1, 1966	<u>1.35</u>
	\$14,025.40

Payments:

Car allowance	\$ 96.00	
Furniture and equipment	48.93	
Meetings and luncheons	24.08	
Miscellaneous	12.20	
Office Maintenance	39.45	
Pension	123.52	
Postage and express	167.53	
Publications	93.08	
Rent	825.00	
Repairs and maintenance - equipment	73.69	
Salaries	9,387.47	
Stationery	1,393.37	
Telephone and telegraph	194.93	
Travel	875.95	
Travel advance outstanding, March 31, 1967	<u>100.00</u>	<u>13,455.20</u>

Excess of receipts over payments	\$ 570.20
Unexpended balance, April 1, 1966	<u>9,491.23</u>

Unexpended balance, March 31, 1967	<u>\$10,061.43</u>
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SASKATCHEWAN SAFETY COUNCIL

DRIVER INSTRUCTORS' TRAINING PROGRAM TRUST FUND

STATEMENT OF RECEIPTS AND PAYMENTS

For the Year Ended March 31, 1967

1.00	Receipts:		
.05	Grants:		
.35	Canadian Highway Safety Council		\$5,250.00
	Saskatchewan Government Insurance Office		<u>1,625.00</u>
1.40			\$6,875.00
	Course fees		1,512.00
	Sale of photos and text books		50.00
	Luncheons		<u>150.00</u>
			\$8,587.00
	Payments:		
	Instructors' fees	\$2,127.65	
	Grant to student instructors	3,666.00	
	Luncheons	226.50	
	Photos	108.00	
	Postage and express	54.35	
	Stationery and supplies	404.14	
5.20	Telephone and telegraph	18.44	
	Travel	<u>292.35</u>	<u>6,897.43</u>
0.20	Excess of receipts over payments		\$1,689.57
.23	Unexpended balance, April 1, 1966		<u>2,602.69</u>
1.43	Unexpended balance, March 31, 1967		<u>\$4,292.26</u>

Schedule 1

SASKATCHEWAN SAFETY COUNCIL
SCHEDULE OF CASH ON HAND AND IN BANK
FOR THE USE OF THE VARIOUS FUNDS
ADMINISTERED BY THE
SASKATCHEWAN SAFETY COUNCIL

Cash in bank	\$19,996.94
Petty Cash	<u>50.00</u>
	<u>\$20,046.94</u>

The balance is made up as follows:

General account	\$ 5,693.25
Driver Education and Training Program Trust Fund	10,061.43
Driver Instructors' Training Program Trust Fund	<u>4,292.26</u>
	<u>\$20,046.94</u>

SASKATCHEWAN SAFETY COUNCIL
TRAFFIC DIVISION

ANNUAL REPORT

1966 - 1967

The Traffic Division has in this year of 1966-67 had a somewhat erratic record of attendance on the part of its members - which may be due in part to a feeling of anti-climax existent with many members after the presentation of the rather substantial brief to the Special Committee on Highway Traffic and Safety in 1965. It should be gratifying to all Division members to see the large number of the recommendations contained in our brief which have been included in the Final Report filed by the Special Committee on Highway Traffic and Safety in December, 1966.

5.94
2.00
5.94
The Driver Education and Training Program inaugurated in 1959 will be transferred to the Department of Education at the commencement of the 1967-68 school year, and this will mark another milestone on the way to greater traffic safety in this province. We wish the new administrator and his staff every success in extension of the program so that ultimately every young student becoming of driving age will have had the opportunity to receive driver education and training.

3.25
1.43
2.26
6.94
It may be well to mention here that at the end of the current driver training year which concludes August 31, 1967, the total number of graduates from the Saskatchewan Safety Council Driver Education and Training Program will exceed 20,000 drivers. Total grants paid will exceed \$600,000. These grants and additional moneys for administration expense have been made available from the funds of The Automobile Accident Insurance Act by the Saskatchewan Government Insurance Office. We at this time would like to extend the sincere thanks of this division to the Saskatchewan Government Insurance Office for their sponsorship of such a worthwhile program.

The major expenditure on safety promotion in the past year was made in the field of the Driver Improvement Program. Inaugural courses were conducted by a very capable instructor from the National Safety Council in September, 1966. Two courses were held and 60 persons were enrolled. From this modest beginning the "DIP" program has grown tremendously. At April 4, 1967 - 105 courses had been completed with 2,111 persons having graduated. This program we expect will enjoy further expansion in coming years, and will remain one of the more important projects of the Traffic Division. The Canadian Drivers Test conducted on T.V. in the spring and fall of 1966 certainly was a "shocker" for many of us who thought we were pretty good drivers. It certainly emphasized the fact that there is plenty of need for teaching of defensive driving methods - a very sound reason for continuing our support of "DIP".

We would urge all members who have supported this division so well in the past to renew their vigor and enthusiasm in the cause of making highway travel and driving generally safer pursuits for all.

We extend our thanks to all executives, directors, members and Saskatchewan Safety Council staff who have helped make this a year of achievement for the Traffic Division.

Respectfully submitted

"Signed"

W. G. McInnis, Chairman
Traffic Division

SASKATCHEWAN SAFETY COUNCIL
REPORT
ON
DRIVER IMPROVEMENT PROGRAM
TO
ANNUAL MEETING

1967

REPORT OF THE SASKATCHEWAN SAFETY COUNCIL

The letters DIP were once used to warn motorists that ahead was a downgrade of some size. The new signing system changes the illustration from letters to a pictorial of a car on a slope. This is more of an international language, multilingual if you like. However, to the Saskatchewan Safety Council, particularly the Traffic Division, DIP has become much more meaningful. In fact it spells out:

D R I V E R I M P R O V E M E N T P R O G R A M

Almost four years ago the National Safety Council in Chicago unveiled a defensive driving series shortened to "DIP". It was good fortune the Saskatchewan Safety Council's Manager was present on that occasion to be able to say Saskatchewan was in at the start as an observer. Little however was it known that its value would be so important to the Province.

The program developed when a speaker for N.S.C. demonstrated the program at the 1966 Annual Meeting of Saskatchewan's Safety Council. The Traffic Division budgeted \$1,000 to get the project underway.

In September, 1966, N.S.C., at the request of the Traffic Division Executive, sent a top flight instructor to conduct two Instructor Courses. These were held in the S.P.C. Building in Regina. Sixty persons were exposed to DIP.

It is a unique system. The tools came in the form of a kit containing 8 ten-minute films, a magnetic board, flip chart, flannel board and demonstration blocks for the magnetic board. The Instructor has a Manual printed in such a way lessons come in sections. Columns guide the lecturer to action when certain visual aids must be used. The students receive text books as their guide. The course is designed to occupy the student's time for eight hours which may be absorbed in weekly or daily sessions. Recommended groups of thirty at a time with two Instructors alternating lectures is ideal.

The Purpose of DIP is to educate in the following:

- . Preventable or Not?
- . The Practice of Defensive Driving
- . How to Avoid a Collision with the Vehicle Behind
- . How to Avoid a Collision with an Oncoming Vehicle
- . How to Avoid an Intersection Collision

- . The Art of Passing and Being Passed
- . The Mystery Crash
- . How to Avoid Other Common Types of Collisions

The Traffic Division purchased three kits at an approximate cost of \$260.00 each. The following also have invested in kits:

Interprovincial Steel and Pipe Corp. Regina	(1)
Saskatchewan Department of Telephones	(2)
Saskatchewan Safety Council Traffic Division	(3)
Producers Pipelines	(1)
Prince Albert Traffic Safety Council	(1)
Prairie Farm Rehabilitation Association	(1)
Imperial Oil Ltd.	(2)
Saskatchewan Power Corp.	(1)
Dept. of Highways	(1)
Saskatoon and District Safety Council	(1)

(Films are on a lease basis to spread the cost and cover replacement when worn).

The Instructor Staff has been added by seven from the Saskatchewan Government Telephones and further classes to be held will add to the team. Here again, the system to insure instructors is different.

A person must take a special DIP Course to be an Instructor under the program. The stages are as follows:

CANDIDATE INSTRUCTOR...The person who graduates from an Instructor Course

INSTRUCTOR.....A person who has successfully conducted two courses

CANDIDATE TEACHER INSTRUCTOR..A person who is an INSTRUCTOR and who is recommended by the Sponsoring Agency which in this case is the Saskatchewan Safety Council.

TEACHER INSTRUCTOR.....A person who has conducted a course for persons desirous of becoming instructors and who has carried through the supervision of all those persons trained in the one class to the rank of INSTRUCTOR.

The system guarantees progress because a Candidate Instructor or an Instructor must complete two courses a year to continue in rank.

The experience in Saskatchewan to date is gratifying. The agencies involved at present are:

Workmen's Compensation Board	RCMP Pinawa, Man.
Saskatchewan Power Corp.	Regina Central Lions Club
Producers Pipelines Ltd.	Telephone Pioneers of America
R.C.A.F. Yorkton	Prince Albert Police Dept.
P.F.R.A.	Saskatoon and Dist. Safety Council
Co-op Insurance	IPSCO
Sask. Training School	Shell of Canada
Sask. Government Telephones	South-East Safety Council.
Dept. of Highways	
City of Regina Police Dept.	

With courses getting underway in December 1966, as at April 6th, 1967, the record stands:

COURSES TO DATE: 119

COURSES COMPLETED: 106

PENDING: 13

NO. STUDENTS TRAINED: 2151

INSTRUCTORS	NO. COURSES	NO. GRADUATES
Ruby Addison	1	20
Philip Attrill	4	139
C. Berg	1	15
A. Burroughs	4	170
C. Brewis	10	235
C. Carroll	2	28
R. Cochran	6	207
R. Crone	4	91
W. L. Campkin	2	31
L. K. Dunn	3	86
Cpl. Wm. Evanik	8	75
G. W. Hamm	1	19
O. Hannah	4	93
S. Harman	13	301
G. Harris	4	85
Sgt. A. Harvey	11	128
John Hartley	7	160
Mrs. K. Jefferies	1	20
Paul Korpan	1	20
V. Lappa	16	353
A. Lowe	2	53
Mrs. E. Milnes	2	38

K. Nagel	2	23
Dean McBride	2	26
A. Ninow	11	232
L. Odsen	17	349
R. J. Peddle	3	55
S. Phillipow	2	45
R. Reavley	1	19
E. Robertson	1	19
J. Steger	8	189
Sgt. Shykitka	1	23
A. G. Tuer	6	142
Harold Warner	2	41
Sgt. West	1	23
Wilf Widmeyer	1	25

36 Active Instructors out of 67

Sask. Power Corp: 30 Courses
Sask. Govt. Telephones: 21 Courses
PFRA: 10 Courses

Leading Instructors:

V. Lappa: 16 Courses for 353 Graduates
L. Odsen: 17 Courses for 349 Graduates

Accreditation for Instructor Ratings out for:

C. Carroll, L. K. Dunn, G. Harris, V. Lappa, L. Odsen, J. Steger,
Sgt. A. Harvey, G. Brewis, K. Nagel, P. Attrill, S. Phillipow,
A. G. Tuer

Accreditation for Candidate Instructor Trainer Ratings for:

R. Cochran, Cpl. Wm. Evanik, S. Harman, V. Lappa, A. Ninow, L.
Odsen, A. R. Burroughs, G. Harris, C. Carroll, P. Attrill and
K. Nagel.

Through arrangements by the Canadian Highway Safety Council,
the program is going to become Canadianized. The National Safety
Council is working with C.H.S.C. to make this possible, and to
quote the comment of the Supervisor of N.S.A.

"I wanted to comment to you on the last part of your letter.
I view with mixed emotions your cutting loose from NSC and run-
ning your own show in Canada. You have all done a wonderful job
with this program in Canada so far and I suspect that you might
do better with the program on a percentage of population basis,
than we are doing here in the States. But this is a case where -
may the best man win.

I will miss contact with the safety people in Canada but I welcome, for your sake, a strong Canadian Highway Safety Council. This program might well be the common project that will constitute the first step in achieving this objective.

As for the future, we stand ready to assist you in any way we can."

Citizens of Saskatchewan must realize that 1966 was the blackest in the Province's history for Traffic Fatalities...282 compared with 226 for 1965. Deaths in urban centres are up. Pedestrian deaths increased. While stricter enforcement may have some effect, it is considered by the Safety Council that DIP is a good sign of the times and a positive project.

SASKATCHEWAN SAFETY COUNCIL

Leonard S. Bowman
General Manager

SASKATCHEWAN SAFETY COUNCIL
DRIVER EDUCATION AND TRAINING PROGRAM

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

With the impending change in administration of the high school Driver Education and Training program this might be an opportune time to review the accomplishments of the Saskatchewan Safety Council pioneer program over the past seven years. As most of you are aware, the final objective of our voluntary, extra-curricular Driver Education program was achieved when the Department of Education recently announced their intention to assume administrative responsibility for the program beginning September 1, 1967.

This will bring to a successful conclusion one of the Council's most significant and extensive experiments of safety education, and while it would be impossible to name all the individuals and organizations who have contributed to this success, a great deal of credit must go to members of the Traffic Division for the continuing guidance and support they have given over the last seven years. Credit must also be extended to the Saskatchewan Government Insurance Office for their confidence in the eventual success of this project, and the outstanding financial support they have given. This support will amount to almost three quarters of a million dollars by the end of the school year.

As many original members of the Council will recall, there was considerable opposition from educators when the program was first proposed. The major area of concern was infringement on academic time in an already over crowded curriculum, and also the general teacher opinion that Driver Education was just another frill which could be more capably handled by organizations outside the educational orbit. While this opinion still exists in a few areas the vast majority of the teaching profession have observed the benefits of the voluntary program and are prepared to support its introduction to the curriculum as an elective subject.

Another prominent factor in realization of our objective has been the leadership provided by members of the Driver Education and Training Board. Many of these people have been members of the Board since its inception, and have guided it through the problems of infancy to the relatively vigorous and healthy position it holds today.

A measure of this vigor can be observed in the average growth figures for the seven years the program has been in operation. Student demand, manifest through increased enrollment, has risen by 443% over the seven year period for a respectable annual growth rate of slightly over 63%. This becomes even more significant when it is realized it was achieved without high pressure sales effort, and is an expression of genuine public concern at the rising frequency of traffic injuries and deaths on our highways. From 1959 to the end of the 1965-1966 school year, 16,800 students graduated successfully from the course, and a further 1,592 have taken all or part of the instruction, but failed to qualify for one reason or another. By the end of the current school year, if the estimated student enrollment of 4,626 is realized, the final number trained should be well over 20,000.

A vital factor in the overall development of the program has been the provision of high quality instructional personnel. With the co-operation of the Saskatchewan Technical Institute, Moose Jaw, Basic Instructor Courses have been offered annually, graduating a total of 254 new instructors. In addition, at regular two year intervals since 1961, the Board has offered Advanced Instructor Courses designed to give those already in the field a chance to improve their professional status, and 63 people have taken advantage of the opportunity.

During the initial four years of the program it was necessary to import qualified personnel from the United States to teach the Basic Instructor Course. However, in 1963 five instructors were selected and given additional training to qualify them for this purpose. As a result we now have a small nucleus of trained personnel capable of conducting basic training courses for new instructors, and this will undoubtedly become a very important factor in the Department of Education's planned expansion program.

As in any field of experimental endeavor, the face of Driver Education has changed over the years as experience has shown weak points in the original structure. However, changes have been predominantly on the emphasis placed on certain features of the course, rather than on change, replacement, or revision of the principles set out in the original plan. I think this once again reflects credit on the members of the Saskatchewan Safety Council who prepared the original course prospectus. If further evidence of the sound foundation of the original course is required, it is expressed in the intention of the Department of Education to follow the basic administrative and financial policies established by the Driver Education and Training Board, with only slight modification to avoid conflict with established Departmental policy. Also under discussion is the possibility of utilizing the experience of several members of the Driver Education and Training Board as an advisory committee to the new Director of Driver Education to give guidance and assistance in developing and expanding the Department program.

As a final comment I would like to state unequivocally that the potential for development of the type of Driver Education program envisaged by those who planned the original course has never been higher. Over the last eight years we have laid a solid foundation in experience and practical application of a high school course which will be of tremendous benefit to the Department of Education when they assume administrative control. Realization of the final objective, that of having Driver Education offered as part of the regular school program, is merely a matter of applying a united, cooperative effort to make the transition as smooth as possible.

Respectfully submitted

"Signed"

H. Janzen, Chairman
Driver Education & Training Board

April - 1967

SASKATCHEWAN SAFETY COUNCIL
DRIVER EDUCATION AND TRAINING PROGRAM

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

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)
65/66	3,876	3,830	* \$91,870 (490,155)	3,532 (16,800)	298 (1,592)

* Subsidy level reduced from \$30 to \$25 per student in 1964.

Over the seven-year period, 1959-1966, 96.8% of estimates have actually enrolled. In the same period 91.4% of students enrolling have graduated successfully.

In the year under review 98.82% of initial estimates actually enrolled and 91.57% graduated successfully; a decline of 1.51% over the 1964-1965 figure of 93.08%.

NOTE: Students listed under "Partial" have successfully completed the required twenty hours of theory and eight hours of practical instruction, but have failed for various reasons to obtain a Provincial Licence. Also classified under this heading are students completing theory instruction late in one school year and taking the practical phase the following year.

Table 2. Expenditures

Driver Education Grants		\$91,870.00		
Administration		13,900.00		
Instructor Training Course		<u>1,625.00</u>		
TOTAL	1966	-	-	\$107,395.00
	1965	-	-	100,305.00
	1964	-	-	113,270.00
	1963	-	-	100,355.00
	1962	-	-	73,565.00
	1961	-	-	53,120.00
	1960	-	-	30,755.00

Reduced totals in 1965 and 1966 due to reduction in per student grant from \$30.00 to \$25.00.

Table 3. Enrollment - Student Distribution

	<u>1966</u>	<u>1965</u>	<u>1964</u>	<u>1963</u>
Total	3,830	3,595	3,531	3,082
Male	1,412 (36.9%)	1,303 (36.2%)	1,259 (35.7%)	1,157 (38.2%)
Female	2,418 (63.1%)	2,292 (63.8%)	2,272 (64.3%)	1,925 (61.8%)
Rural	1,717 (44.8%)	1,494 (41.3%)	1,557 (44.1%)	1,230 (40.0%)
Urban	2,113 (55.2%)	2,101 (58.7%)	1,974 (55.9%)	1,852 (60.0%)

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

Table 4. Administrative Distribution

	<u>1966</u>	<u>1965</u>	<u>1964</u>	<u>1963</u>
Administrative Units	53	50	45	33
Individual High Schools	150	129	105	84
Rural High Schools	108 (72.0%)	95 (73.3%)	71 (64.5%)	74 (70.5%)
Urban High Schools	42 (28.0%)	34 (26.3%)	42 (35.5%)	31 (29.5%)

Table 5. Staff Employed

Total	Part-time	Full-time	Rural	Urban
83	52	31	32	44

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

1966 - 1967

Perhaps one of the most important and significant programs of the Farm Division over the past year has been the planning and organization of the Tenth Western Canada Farm Safety Conference. This conference is a joint annual venture by the three prairie provinces, providing community leaders with a vehicle for discussion of common problems, and with information on new ideas and programs in the safety field.

The 1967 conference, held in Saskatoon, was a slight departure from tradition, with an experimental seminar approach involving maximum audience participation. Guided by Dr. Per Stensland, Director of Continuing Education, University of Saskatchewan, the experiment was extremely successful, and provided valuable leadership in isolating farm accident causes and identifying means of resolving them. More than one hundred people from Government, industry, farm, rural and national safety organizations attended the three day event from February 27 to March 1, 1967.

The Farm Division continued sponsorship of the National Farm Safety Week program in Saskatchewan in cooperation with the National Safety League of Canada. In 1966, Farm Safety Week was observed from July 24 to 30, and extensive promotion was undertaken through machinery agencies, grain handling organizations, rural health regions and local safety councils. Farm Safety Week broadcasts were prepared and released over the CBC prairie network, and other publicity was obtained through provincial and local news releases. We believe Farm Safety Week serves a very useful purpose by focusing public attention on the growing incidence of farm accident and injury, and we hope to continue sponsorship of this event each year.

Since becoming part of the reorganized Saskatchewan Safety Council in 1963, experience has shown a distinct need for a comprehensive review of the Division Constitution to bring it more into line with existing conditions. Consequently, a "Constitution Committee" was established during the year, responsible for suggesting constitutional changes recognizing the fact that the Farm Division is now part of the total safety movement, and must develop and maintain a working relationship with other Divisions. The report of this committee will be placed before Farm Division delegates for approval during the business session of this conference.

Last year it was reported the Division was in close contact with the National Film Board asking them to consider production of a Farm Safety Film related to Western Canadian agricultural conditions. Similar representations were made from other safety agencies on the prairies. We are pleased to report negotiations are beginning to show concrete results, and a suitable film is now under active consideration. We have assurances from the National Film Board that provincial farm safety groups will be consulted before production begins.

Promotion of the Slow Moving Vehicle Emblem, a device designed to identify machinery and vehicles with a speed potential of less than 25 m.p.h. was continued during the year. The original project, operated in cooperation with the Saskatchewan 4-H Council has been broadened in scope to encourage the greatest possible distribution and use of the symbol. While over 6,600 signs have been distributed by 4-H members in the past two years, interest is now declining, and to revitalize the project it is hoped to obtain the active cooperation of retail outlets.

The Department of Agriculture, Family Farm Improvement Branch, again made space available at the annual "Exhibitions" in Regina and Saskatoon for a Farm Division Safety Display. With the cooperation of St. John Ambulance and the Saskatchewan Power Corporation continuous demonstrations of mouth to mouth resuscitation were given throughout the eight day period, provoking a great deal of favorable public comment. I would like to express the sincere appreciation of the Division to St. John Ambulance Association, the Saskatchewan Power Corporation, and the Family Farm Improvement Branch for their assistance in making this project a success.

Time marches relentlessly onward, and this fact was brought home to the Farm Division when we lost the services of one of our most active members through retirement. Mr. L. J. Hutchison, Director of Extension Services for the Department of Agriculture for almost forty years, and one of the founders of the Provincial Farm Safety movement left the Government service, and will retire in Eastern Canada. Mr. Hutchison was presented with a commemorative plaque for his leadership and inspiration in the Safety Field.

Finally, I would like to express my personal appreciation to all Division members, farm organizations and other individuals and groups who have so generously supported us throughout the year. I would also like to acknowledge the contribution of the Co-ordinator, Mr. T. Ireland, and assure him on behalf of the Farm Division that his efforts have been very much appreciated. Farm Safety is basically the result of cooperative effort and the combined talents of many people, and in this respect we feel we have taken a giant step forward in the past year.

Respectfully submitted

"Signed

C. G. Casswell, Chairman
Farm Division

SASKATCHEWAN SAFETY COUNCIL

HOME SAFETY DIVISION

ANNUAL REPORT - 1966-67

The Home Division of the Saskatchewan Safety Council is no different than other divisions in that it faces many problems at one time. Accidents and accident prevention do overlap into many Divisions. But no Division has a greater amount of this than the Home Division, for no matter where the accident happens, the nature of its cause, the home indirectly and directly is affected. An industrial accident on the job presents privations, worry and changes to the family at home. And so it is with recreational activities that end in accident ... etc.

It is felt that an educational program going into the home, is perhaps the most effective way of attempting to change attitudes about individual safety habits, and community safety habits.

Throughout the past year, the CBC radio programs have utilized many topics that are more pertinently home problems, such as accidental poisonings, falls and lack of repairs around the home and home property. This, however, is but a start on a vast subject, for falls within the home still account for approximately 40% of all accidents.

During the past year a tragic loss of young life due to abandoned refrigerators, stimulated the Home Division in its year-long program of securing legislation to control effectively the abandonment of these appliances. We are happy to say, that the "Abandoned Refrigerator Act, 1967" was passed by the Saskatchewan Legislature at the February sitting. However, legislation alone is not the answer to the problem, and with the continuing co-operation of the Refrigeration Service Engineers Society, represented on the Home Division Board by Mr. Roy Chapman, and other agencies, a continuing educational program is planned. Use of the film "Behind Closed Doors" is recommended to community groups - at no cost. Literature and bumper strips are available.

Shell Canada Limited, sponsoring agency for the Saskatchewan Community Safety Awards Program, were pleased with this past year's program. It was encouraging to note an increase in the number of entries. This program comes partially under the supervision and guidance of the Home Division, with Mr. Charles Carroll co-ordinator for the awards program per se.

A continuing effort of the Home Division is to press the Federal Health Minister, Mr. McEachen, to have the Poison Control Index brought up to date, and kept in an up to date condition. Much time and communication has been spent with the former Minister, and frankly little was accomplished. We reaffirm our interest and our action on this matter.

Child Safety Day is a yearly program of the Home Division, on which date, the first Sunday in May, we attempt to remind the population that our children are precious and should receive special consideration. Their safety is in our hands every day of every year. A poster has been designed for distribution, and it is expected that leaders in each community throughout the province will expand upon Child Safety Day's message.

As is normal in any organization, some of those you work with move on, and you learn to work with new faces. The Home Division accepted the resignations of two valued members of the Board of Directors, namely, Mr. Don Knudsen, Refrigeration Service Engineers Society, and Miss Louise Hamilton, V.O.N.

Through death, we lost a valuable friend and worker, Mrs. T. M. Spencer.

The Refrigeration Service Engineers gave us Roy Chapman as replacement, and we are happy to say, Roy is as dedicated and as valuable as was his predecessor, Don Knudsen. Miss Ann Stewart we welcome from the V.O.N., and have her hard at work, too.

During the past year we were most pleased to add the following Directors: Dr. H. C. Grocott, Regina; Dr. G. W. Piper, Saskatoon; Mrs. F. N. Terry, Regina; and Mrs. E. Hunt, Pense.

In order to facilitate the work ahead of the Division, and avoid overloading any one person or group, no matter how high their enthusiasm, five committees were set up, each with its membership and instructions to get on with the job as they see fit, reporting back to the Board from time to time. These committees are: Child Safety Day, Refrigerator Follow-up, Senior Citizen's Safety, Special Events and Baby Sitter's Course, Holidays (press releases).

The Senior Citizen's Safety Program we hope and expect will take some concrete form this year. A lot of research and discussion has preceded to this date, as to need, when and where, and finally what we can do for the older person to help him or her help themselves.

In a continuing way, the Baby Sitter's Courses continue to enjoy popularity throughout Saskatchewan, village, town and city. This Program is designed to give the prospective young girl or lad a background knowledge of information that will make him or her a more reliable person when in charge while parents are away. It is a rather comprehensive program which includes such areas as child safety, home safety, emergency situations, first aid, how to behave, privileges of children, their routines, etc. Last year, 56 Courses were conducted and 1,580 young girls and boys graduated.

The Home Division attempts, as do all others, to look at the programs and problems objectively. When an item is introduced by our membership that we feel can be better handled by another Division, we pass this forward through the Executive Council for handling, but that doesn't mean we drop our interest. As an example, some of the concerns of the Home Division that were presented was the practise of some car sales company's of leaving truck boxes up on their hoists over night on car lots; the extended seat on bikes that makes two on a bike a more comfortable proposition; the extended and splayed handlebars of bikes; and so on. Although not truly a "home" division concern, any accident through these problems would surely end up a "home" concern.

It is hoped that other Divisions' specific interest areas would co-operate in helping solve the problems that might be borderline to any one Division.

Meetings of the board of directors were held in September and in February, with much cross-meeting and discussion carried on throughout the intervening months.

It has been a busy year, and we trust a productive year, in that, through the combined interests of many diversified backgrounds our group has managed to create a better attitude towards safety generally, and most certainly in specific areas, such as the abandonment of ice boxes and refrigerators.

Mr. Carroll and Mrs. Jefferies, both qualified for the Driver Improvement Instructors Course last year, and both have conducted community programs since then.

The Home Division is requesting a budget of \$1,000 to implement its new programs and sustain its approved programs, for the 1967-68 year.

The road to progress starts with just one step forward, we feel that we have made that step.

Respectfully submitted,

"Signed"

Mrs. Kay Jefferies, Chairman,
Home Safety Division.

SASKATCHEWAN COMMUNITY SAFETY AWARDS PROGRAM

Increased interest in the Community Safety Awards Program in the year 1966 was evident by the increase in the number of entries over the previous years. Entries were received from Trossachs Homemakers Club, Trossachs, Saskatchewan, Weewona Homemakers Club, Phippen, Saskatchewan, Regina Council of Women, Regina, Saskatchewan, #10 St. John Ambulance Nursing Division, Regina, Saskatchewan, The Convent of the Child Jesus Safety Council from North Battleford, and the Saskatoon Jaycettes, Saskatoon.

The first place honors went to the North Battleford entry, Saskatoon Jaycettes placed second and third was the Trossachs entry. Our Judges awarded three Certificates of Merit to the runners-up.

The Convent of the Child Jesus Safety Council's entry was then eligible for entry in the National Carol Lane Safety Awards Program where they will be in competition with the other Provincial winners. The winners of this competition will be announced at the Canadian Highway Safety Council Conference held this year at Quebec City, May 8, 9, and 10th.

Shell Canada Ltd. sponsors both the Provincial Community Safety Awards Program and the National Carol Lane Safety Awards Program. We in the Council wish to acknowledge this contribution that Shell Canada Ltd. makes on behalf of these most worthy safety programs. It is our sincere hope that even more Saskatchewan communities will take advantage of these programs in our Centennial, 1967 year.

Respectfully submitted

"Signed"

Charles H. Carroll, Coordinator
Home Division and Women's Awards
Program

SASKATCHEWAN SAFETY COUNCIL

RECREATION DIVISION

ANNUAL REPORT - 1966-67

Safety in recreation constitutes a difficult problem. It is not always possible or desirable, to restrict freedom of recreational activity to the point of making something totally safe. Most individuals have a desire for adventure and certainly children feel this need to a very great extent. It is, however, possible to accomplish this and still be relatively safe in so doing. It is necessary to weigh the danger involved in the recreational activity against the pleasure or satisfaction to be derived in participating in such activity. We certainly should not stop children from running, sliding, climbing, or participating in athletics. We must make it possible for them to do these things as safely as possible while still having fun.

During the year under review widespread recognition of the Recreation Division's activities was most evident. These were complemented by enthusiastic support for the Division by many organizations and individuals with special interests in recreation safety. A wide range of activity and interests underline the magnitude of the problems facing this Division. These include such activities as air rescue, hunting and boating safety, midway rides and bleacher seats, to skiing, playground equipment, life jackets, and water safety.

Major emphasis and interest centered on water oriented activities. Of special significance was a visit to Saskatchewan by the Chairman of the Outdoor Recreation Committee of the National Safety League of Canada, Mr. E. Taylor who through the facilities of the Safety Council was in a position to meet with government agencies and the community to promote an improved understanding in better boating and boating safety. The mile-swim award continued to be a popular type of competition with 205 awards being made during the past year. The Safety Council has adopted a booklet prepared by the College and School Division, "Mouth to Mouth Resuscitation", and will be providing for widespread distribution of this excellent publication. The development of a water safety poster and attractive placemats proved most acceptable. The water safety poster was distributed throughout the province to all outfitters, Provincial and Regional parks. Initial action has been commenced on the preparation of safety pamphlets relating to both winter and summer sports and in addition work was commenced on the development of a search and rescue handbook directly related to hunting and aircraft.

"Winky" the prairie gopher has been adopted by the Recreation Division as its mascot or symbol setting out safety messages. Excellent coverage through various news media has permitted "Winky" to carry our recreation safety message to a major portion of the province. The deer crossing reflectorizer project has had to be abandoned due to cost factors and a recommendation from the Department of Highways suggesting the ineffectiveness of marking such areas in the past. The Division has also adopted a water safety flag which we expect will be erected at various public beaches throughout the province where adequate supervision has been provided to assure the public that certain safety precautions have been taken to protect their interest. The Recreation Division held five meetings during the period under review. These were all very well attended with each participating agency contributing considerable in terms of guidance and assistance.

On behalf of all members of the Recreation Division we would like to recognize the excellent support and guidance that has been provided by Mr. Len Bowman and his staff. I would like, as well, to extend my sincere appreciation to all members of the Recreation Division for their active support during the past year.

Respectfully submitted,

"Signed"

W. A. Hartwell, Chairman,
Recreation Division

SASKATCHEWAN SAFETY COUNCIL
COLLEGE AND SCHOOL DIVISION

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

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In appraising the accomplishments of the College and School Division over the past year, perhaps the most significant has been the promotion of a Mouth to Mouth Resuscitation program in the Province's schools. This program evolved as a direct result of Dr. Brook's presentation at the last annual meeting, and has been one of the most successful projects of the Division so far. Pamphlets have been printed as instructional guides to teachers and distributed throughout the Province with the cooperation of the Department of Education. General teacher acceptance has been excellent, and can perhaps be best illustrated by the fact that over 900 pamphlets were distributed within three weeks of publication. In addition to the guides, wallet cards have also been made available recognizing that students have successfully participated in the course, and reached at least the minimum level of proficiency in applying mouth to mouth resuscitation. While no accurate records have been kept, most graduates are students at the public school level, and are mainly in the grade four to seven range.

We hope to make this a continuing project of the Division with the eventual object of having all students receive the training as part of their regular health studies.

Another of our major continuing programs has been the provision of Fire Mock-Up kits for use in school fire drills. These kits were supplied as a public service by the Saskatchewan Government Insurance Office, and have received wide circulation throughout the Province, particularly during Fire Safety Week. As a part of this program a "Fire Safety Instruction Sheet" reproduced from the National Fire Code of Canada is also provided.

Other continuing programs such as "Elmer The Elephant" and "Pedal Pusher Clubs" are also progressing satisfactorily, and interest continues to increase each year. Over ninety schools in communities throughout the Province now have active "Elmer" programs, and enquiries have been received from nine others interested in getting a program underway. The "Elmer" symbol is an excellent means of teaching general safety at the primary level, and because police officers lecture on the various rules it also provides a platform for establishing good police/student relations.

"Pedal Pusher" programs are increasing in popularity. The number of young cyclists involved in club projects throughout the Province has increased by over 300% in the past two years, and there are strong indications it will grow even more in the coming summer season. Service clubs and other community organizations are now making the Pedal Pusher program part of their annual youth program, and we expect this will boost the number of young cyclists participating as the practice becomes more widespread.

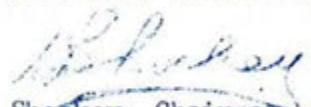
Last year we reported a pilot project on electrical safety in schools throughout the Province as a cooperative effort of the College and School Division, the Saskatchewan Power Corporation and the Department of Education. Unfortunately, due to the problem of assigning staff to cover the number of requests received, the Saskatchewan Power Corporation has had to abandon the project. However, sets of slides together with appropriate scripts covering the same general topic have been prepared as an alternative, and are now available to teachers or other interested groups.

The Division also has development of a Youth Safety Council under consideration, embracing all aspects of Safety, and designed to appeal to high school students and other young adults. A similar type of youth group has operated in the North Battleford area for the past five years, and have achieved distinction on several occasions by winning awards in the Saskatchewan Community Safety Awards program.

Before concluding I would like to express my personal appreciation to members of the College and School Division, and to those others who have given us their support throughout the year. It is only by this kind of personal and group commitment and effort that we can achieve our objective.

Finally, I would like to reiterate my invitation to all divisions to make use of the facilities of the College and School Division where we might be of service in the dissemination of information or the collection of data related to school or university students. This is one of the reasons for the Division's existence, and we would welcome an opportunity to be of service.

Respectfully submitted



D. Shockey, Chairman
College and School Division

PRESIDENT'S REPORT TO THE 4th ANNUAL MEETING OF THE SASKATOON AND DISTRICT SAFETY

COUNCIL, 1967

April 6th, 1967

The 3rd Annual Meeting of the Saskatoon and District Safety Council was held in J. D.'s Restaurant on April 18th, 1966. At that meeting, Jack Cooper was re-elected President, Mrs. Thelma Jackson, 1st Vice-President and Director of Women's Activities, Mr. Dale Shockey was elected 2nd Vice-President, Mr. Don Sinclair was re-elected Secretary, and Mr. Bill Irvine, Treasurer. The Chairmen of the various Safety Committees are elected by those committees and with the above officers form the Executive Committee of the Safety Council. Alderman Bert Sears, who was the founding President, remained as Past-President.

During the past year we had a small spot of trouble with our Treasurer's office due to the fact that two of the incumbents left the city because of their employment. It seems, however, that there is enough interest in public safety in Saskatoon, that we had no trouble filling the vacancy each time. Now we have a most efficient Treasurer; Mr. Noel Gaudet, Assistant Manager of the Saskatoon Real Estate Board. The way that Saskatoon is growing, and the amount of Real Estate that is being handled makes us feel sure that Mr. Gaudet will be staying in Saskatoon for a good while, and his intense interest in the Safety Council makes me feel that his services will be available to us as long as the need is there.

In January of this year we suffered a body blow in the loss of our Secretary, Mr. Don Sinclair. Mr. Sinclair had been an active member of the Safety Council for several years and Secretary for the last two years. In his profession, Mr. Sinclair was Public Relations Manager for the Saskatchewan Wheat Pool in this area and received a substantial promotion to the post of Secretary to the Board of Directors of that organization, which necessitated his transfer to Regina. We would like to thank Don for his excellent service to the Safety Council and wish him well in his new position.

To use an old phrase, it is always darkest before the dawn. Good secretaries are not easy to come by. It requires someone who knows how to take minutes accurately, write letters intelligently, and, if possible, have access to modern office equipment. Where to find one? That was the question. I mentioned my dilemma casually to one of my fellow fire fighters, Lieutenant Ed. Brown, and he replied that he might just know somebody to fill the bill. The next day Mr. Kent Dunn phoned me. This was like winning the Irish. It was hard to believe. He had all the requirements, plus the desire, plus the fact that he is the Safety Supervisor for the local office of the Workmen's Compensation Board, and also was already a qualified instructor in the Driver Improvement Program. The post of Secretary was filled, and beyond our fondest hopes.

The past year has been our most productive year to date, and I am well satisfied with what has been accomplished. We again owe a debt of gratitude to that public spirited organization, the Saskatchewan Wheat Pool, for sharing their exhibit space at the Saskatoon Exhibition, from where we distributed an immense amount of literature on public and personal safety in all fields.

Our committees have been very active, and I will deal with them individually.

The Traffic Safety Committee, Mr. Bob Hutchison, Chairman, is concerned with all aspects of safety on our streets and highways, both vehicular and pedestrian.

This is an immense field and because all of our citizens are involved, and with the terrible toll of death, injury and destruction steadily mounting, all levels of government, protective forces, educational authorities, engineers, and community groups such as our own local Safety Council are striving to contain this horror. We try to do our part by appealing to the individual. Each Saturday an item appears in the Saskatoon Star-Phoenix entitled "Traffic Pointers". This little column is widely read and the man responsible is Corporal Ken Wagner, City Police Officer and member of our Traffic Safety Committee.

The main project has been the Driver Improvement Program. Developed by the National Safety Council of the U. S. A. and adopted by the Canadian Highway Safety Council and the Saskatchewan Safety Council, the Driver Improvement Program is a lecture course in Defensive Driving, how to avoid that accident on the city street or highway, and chosen by many commercial firms with large fleets of vehicles as the best method of training their drivers. We had considered promoting such a course in Saskatoon, but were hesitant. Would the public respond? Where would we find a qualified instructor? Would the project warrant the expense? (Instruction kits cost in the neighborhood of \$290.00, nearly our entire annual grant from the City of Saskatoon). With the acquisition of Mr. Kent Dunn, we had a qualified instructor, and decided on a trial run. The Traffic Safety Committee took hold and set up a course in January of this year in the Film Room of the City Hall. Mr. Dunn phoned me and we agreed that if we got 20 people we would be happy, but we thought we had better order supplies for 25. We were amazed when 60 people showed up and we graduated 59 at the end of the four-lecture course. We had a real cross section of Saskatoon citizens. Senior citizens and a boy of 15, Sisters from one of the religious orders and 250 pound truck drivers, fire fighters and police officers, homemakers and office workers, and all desirous of becoming better drivers and, therefore, better citizens. Another course is already set up and will be starting on Monday, April 10th. 75 people are already registered and we had to close registrations off two days ago.

In our plans for this summer is a Driver Improvement Program Instructors Course, so that next fall we will not have to lean so heavily on the few instructors that we now have available, and also that other organizations in the community may call on us for assistance should they desire to promote Driver Improvement Programs.

The Traffic Safety Committee is to be heartily congratulated for their work this past year.

While traffic accidents seem to fill the headlines, it is in our own homes that most of the mishaps occur, some fatal, many crippling. While many home accidents happen to adults, the great majority of the victims are children. Home accidents are very hard to control and very hard to teach people to avoid. People relax at home. People feel safe at home. They put off clearing the waste paper and the old paint cans out of the basement, and fires occur. We read of people being burned to death in their own homes and an additional shock of horror goes through us when we look at the ages of some of the victims. So often, 3 - 6 - 8 - 10 years of age. Children executed by carelessness, thoughtlessness, and ignorance. Fire is the home accident that usually attracts public attention but any Doctor or Poison Centre attendant will tell you the number of stomachs that are pumped out because children got into the aspirin bottle, the pretty colored furniture polish, or mother's tranquilizers. Our Home Safety Committee has a mother as a Chairman, Mrs. Helen Jones, and it is an active committee.

Hallowe'en Safety advice with regard to children's costumes was distributed through all the kindergartens in the city. Children's Safety stories have been appearing on our local television station on Saturday mornings under the direction of Mrs. Jones and Mrs. Barnby, of our Home Safety Committee, with the cooperation of the staff of C. F. Q. C. - T. V. with the cooperation of the Public and the Separate School Boards all Grade 4 children in the city have been instructed in bicycle safety, material being supplied by the Safety Council, a project of the Home Safety Committee. Members of this committee have lectured at the various Baby Sitting classes that have been conducted by different community organizations. Dr. N. Goluboff, head of the Poison Centre in Saskatoon, and a Home Safety Committee member gives much time and effort to these groups.

The work of the College and School Safety Committee, because it deals with children, and because children are everywhere, overlaps all the other committees.

The main project of this committee, headed by Mr. Dale Shockey, has been instruction in Mouth - to - Mouth Resuscitation. All Grade 6 children in the Public School system are taught this simple life saving skill because of the efforts of Mr. Shockey and his committee, and it is hoped that we will extend this to the Separate schools in the near future. Traffic instruction to children is also promoted.

Recreational Safety covers an immense field, and Mr. Bill King's Recreational Safety Committee is constantly at work to help our citizens enjoy recreation rather than have it turn into tragedy. Boating, swimming, and fishing lure many of our citizens during our summer months and liason has been established with the Red Cross Water Safety group by our Recreational Safety Committee to assist in keeping these activities fun. Mr. King has also spoken to various groups in the city, including members of the City Police Force.

Farm safety in the district surrounding Saskatoon has not had the attention it deserves from our Safety Council directly, but we are not too worried about it. The Blackley Homemakers Clubs, which consist of 13 clubs around Saskatoon seem to have the matter well in hand, and who is the driving force behind these clubs in Safety matters, but Mrs. Jones, Chairman of our Home Safety Committee.

In 1965 and 1966 this group won the Carol Lane Safety Award for Saskatchewan, and also in 1966, for the whole of Canada, plus an award from the National Safety Council of the U. S. A. for their Farm Safety program. In 1967 they were ruled off the track, so to speak but not for dirty riding, simply to give the rest of Canada a chance. The rules bar them from entering the year following an all-Canada win. Our congratulations to this sterling group of Safety workers in the Saskatoon area.

During the past year delegates from our organization attended Safety Conferences at Regina, Swift Current, Prince Albert, Calgary, Winnipeg and Saskatoon and returned with new inspiration and ideas to assist us in work for safer living.

The Saskatchewan Safety Council under Mr. Len Bowman, General Manager, continues to render invaluable assistance to our local Safety Council.

Thanks are due to all of the news media in the city for their unflagging efforts to make Saskatoon a safer place to live.

Our professional bodies concerned with the safety of our community, the Saskatoon Police Force, the Saskatoon Fire Department, and the Streets and Traffic Engineers Department are to be congratulated for continually seeking new and better methods to protect the lives and property of our citizens.

We would like to thank our many friends in Saskatoon for the assistance they have rendered the Safety Council in the past, to name only three, the Saskatoon Real Estate Board, The Saskatchewan Wheat Pool, and the Saskatoon Jaycettes.

Last, but by no means least, a word of thanks to a group of people who work harder and are blamed more often, than any other organization in the city, the Saskatoon City Council. Since our founding the City Council has made an annual grant to the treasury of the Safety Council. We would like to thank the City Council for this assistance.

During the past year the City Council established a Traffic Commission to advise on all traffic matters and saw fit to include on this Commission, the President of the Saskatoon and District Safety Council. We appreciate this action on the part of the City Council and we feel that the establishment of this Traffic Commission will make Saskatoon a safer place in which to live. Alderman Tom Quigley, another of the founding members of our Safety Council, is Chairman of the Traffic Commission.

Personally, as President of the Safety Council, thank you, to each and every member of all our committees. I have been connected with many groups at various times, but the Saskatoon and District Safety Council is the easiest group of all to work with. Perhaps it is because we have good people on the Safety Council. We certainly have dedicated people, for I sincerely believe that we all realize the urgency of the Safety work in the community. If by our efforts, one parent can be saved a life time of sorrow that their thoughtlessness caused their child's death, if one person can be prevented from living out their life in a wheel chair because of a moment's carelessness on the highway, or if we help to prevent one careless smoker from dying in a burning bedroom, all our time and effort will be rewarded.

Thank you, ladies and gentlemen.

Jack Cooper, President,
Saskatoon and District Safety Council