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SASKATCHEWAN

SAFETY COUNCIL

ANNUAL REPORTS

April 28 & 29, 1965

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INCORPORATED AUGUST, 1963

Saskatchewan Safety Council

1721 SCARTH STREET

REGINA

P R E S I D E N T ' S R E P O R T *****

April 29, 1965

A year has elapsed since it was my pleasure to preside at the "Founding Dinner" of the Saskatchewan Safety Council. I well remember my remarks on that auspicious occasion which embodied the hopes and aspirations for what might transpire in the days ahead for the well-being of the provincial safety organization. I can now say that through the efforts of those who pledged their time, talents and service at that 1964 convention, along with the dedication of the Council's staff, we have experienced a most gratifying and successful year.

There was mixed feelings, I am sure, on the part of some as to the outcome of such a bold venture. There may have been misgivings on the part of the Traffic Division, formerly the Saskatchewan Highway Safety Council, on becoming part of an organization rather than the whole; but the year under review has provided us with the vision which was given as a charge to those who were responsible for establishing the SHSC in 1956 --- that was to broaden the scope and become a comprehensive group as soon as possible. The Traffic Division can be justly proud in furthering the heritage of the province's voluntary safety organization.

Likewise, I make reference to the Saskatchewan Farm Safety Committee which purposely established itself so that at the right time it could join forces with others in order that SAFETY would compass all walks of life in one determined effort. As the all-inclusive body moves into the future, I'm sure there will be a reward for patience.

An outstanding accomplishment perhaps has been the establishment of an order of things. It hasn't all been plain sailing! Doubts have existed possibly about programs, working with others, coordinating activities with other agencies, finances, etc., but I'm happy to say we have reached a point of mutual understanding. I commend every person who has played a part to bring about today's present position of the Safety Council.

The setting up of the Treasury Board with each Division being represented was a most forward and logical move. Through this Board, each Division has its representation when it comes to finances so very necessary for program planning. We would soon find ourselves in difficulties if we did not have adequate financial aid and wise counsel. Our Treasurer, Mr. Jack Biggs, has given us excellent leadership and to him and to the members of the Treasury Board, we owe gratitude. To our contributors, we extend our appreciation and thanks. To our auditors, our grateful acknowledgment.

A "go-slow" policy was adopted by the newly-formed Divisions and this was wise. I draw your attention to the splendid reports submitted by the Divisions. Congratulations for these outstanding achievements. It is obvious that from a moment of decision a year ago there has been action. Not all of what has been done is written into the reports; there has been a great deal more. There are many items which might appear too small to record; nevertheless, collectively they all add up to the purpose for the formation of the Safety Council. All matters brought before the Executive have been approved and attended to. A sub-executive comprising of your President, Vice-President, Treasurer and General Manager has met on several occasions during the year to deal with administrative matters.

I am thoroughly impressed with the work of the S.S.C. There's a strong stand by the Traffic Division to seek specific ways to reduce traffic mishaps and one in particular, ice control, appears most forward and timely. There's the excellent contribution to safety by the Farm Division in the promotion of the Slow Moving Vehicle Emblem. The Home Division's most successful Baby Sitting Course has done much for the image of the Council; and other promising programs by the Division deal with poison control and Child Safety Day. The Recreation Division has a number of programs in hand and one which may be quite new in this country is the contacting of all pilots and owners of small planes in the province regarding aviation safety. The Occupation Division has been working as an advisory group but areas such as hospital safety are arising. The College & School Division has a long-range project developing seasonal safety programs in schools. As a result of individual Division work the overall job of teaching the concepts of safety is being accomplished --- maybe seemingly slow but sure.

It was my privilege to chair the Saskatchewan Women's Safety Awards luncheon during March. It was a most impressive function which made me realize the potential there is in having women's groups support and take hold of our projects. This program is one sponsored provincially and nationally by Shell Canada Limited and administered by provincial safety councils and the Canadian Highway Safety Council. Credit for Saskatchewan's outstanding performance this year goes to Miss Eleanor Zvanchuk who coordinates women's activities for the S.S.C. Recognition has been brought to the province in that the Blackley District Homemakers Club for the second year in a row has achieved second place in the national Awards.

I would be remiss if I did not mention the Traffic Division's Driver Education and Training Program. This Division has a Board headed by H. Janzen, Director of Curricula for the Department of Education, who is one of the original members of the Highway Safety Council. Our lifeline in this work is the financial support and assistance given by the Saskatchewan Government Insurance Office which provides us with a grant of \$140,000 from the Automobile Accident Insurance Act Fund. The Driver Training Program is fast becoming recognized throughout this continent for its outstanding contribution to traffic safety. Mr. Thomas Ireland, supervisor of the Program, is performing a fine job. I mention also the contribution of All Canada Insurance Federation and the Canadian Highway Safety Council with regard to the training of driver instructors. The report of the Driver Education Program is commendable.

It has been my privilege to attend many meetings of the Council and its Divisions during the year which has kept me in touch constantly with the affairs of the Council. Weekly contact with the Council office has been maintained. I am quite sure the public is not fully aware of the work that is being done by the community, provincial, and national safety bodies but in time this will come and only then on the strength of performance. On your behalf I wish to express appreciation to the news media for the part they play in safety communication. Their service totals into thousands of dollars.

We are frequently dealing with urban, rural and provincial authorities. Our contact with Government officials has been rewarding and we enjoy their support. We continue to act in an advisory capacity to the Government. There are the many companies who assist us in various ways and this year, through one particular company, we are establishing a complete reference library as mentioned in the General Manager's report.

The work of community and affiliated Safety Councils is kept before me and I would urge that they continue their efforts as their being is so worth while.

It is my duty to recognize those people who make it possible for us to function. I am fully cognizant of the part other provincial and state safety councils play in exchanging ideas; of the support and advice received from the Canadian Highway Safety Council and the National Safety League of Canada, the National Safety Council of the U.S., and the Royal Society for the Prevention of Accidents in Great Britain. Again I must make mention of the co-operation of the various Departments of the Provincial Government.

My report would not be complete if it did not conclude with a challenge. It is all very well to look back on the past and examine what has been done. If we do not use our gains to advantage for something better, our attempt will be merely a flash in the pan. There is much to be done in this work -- and it can be done.

There is a vast scope in every Division. There's no need to worry about overlapping or duplication when there is proper coordination. The main thing is there has to be those who will have the downright determination to get the message across and I say this as forceful as I can. I suggest that we must get on with specific programs now and carry them through to successful conclusions so that there will be created throughout the province an awareness for our people to want to become safety-minded. This will require untold energy and vigilance. At times the going will seem tough and hopeless. We will continue to see people become involved in property damage accidents, be injured or die needlessly --- and this, too often, is the measure of our success. In a very few instances will we ever witness the fruits of our labour. Statistics rule in many cases with the fewer the accidents, the greater the indication might be that we are attacking the problems. There are so many variables which we cannot rely on as being true. We have one thing left and that is to pursue our course knowing that what we have to offer to the people of the province are definite ways and means in which to stay outside of those elements which lead to calamity. Sometimes mishaps occur because of visible hazards. It's up to us to use our knowledge and energies to have such hazards removed whether by physical response or by legislative action. Legislation should only be resorted to when absolutely necessary and practical.

I suggest that each Division concentrate on specific programs for the next year as actions speak louder than words. Since our financial status is improving -- although not nearly enough to meet the full prospects -- we are in a position to prove to our benefactors that theirs is the contribution which is making what we are doing possible. Rome wasn't built in a day! We cannot expect to solve the accident problems overnight and we can't hope to change people's thinking suddenly. However, we can continue to motivate our friends and neighbors into making Saskatchewan the safest place in which to grow, play, learn, work and live.

I say "Thank You" most sincerely to my colleagues on the Executive, to the Directors and members of each Division and to all members of the Council generally; also, to the General Manager and his staff for the support that has been given in making my task as your President worth while.

Respectfully submitted

A. G. Stewart, President
Saskatchewan Safety Council

SASKATCHEWAN SAFETY COUNCIL

ANNUAL REPORT OF THE GENERAL MANAGER

APRIL - 1965

It is humorously said at times that the S.S.C. office sends out more correspondence than any other organization comparable to its size. A starting point, then, for this report can be the statement that more than 33,200 pieces of first- and second-class mail went forward during the past fiscal year. This number does not include the multi number of supplies, pamphlets, forms, posters, etc. The point to be made is that each item has had a definite purpose. Keeping in mind that incoming correspondence has been equally as heavy, there has been no room for idle moments. With other reports being submitted to you during this meeting outlining specifics, my purpose is to provide factual information for the record.

DIRECTION

Appended will be found the list of Officers and Directors of the Council for the 1964-65 year.

STAFF

Five permanent members handled the affairs of the office with temporary employees engaged on various occasions. Present staff is:

Leonard S. Bowman -	General Manager Coordinator of Traffic, Recreation, and Occupation Divisions
Thomas Ireland -	Supervisor of the Driver Education and Training Program Coordinator of Farm, and College & School Divisions
Miss Eleanor Zvanchuk -	Secretary to General Manager Bookkeeper Coordinator of Women's Activities Coordinator of Home Division
Mrs. Carrol Rumpel -	Secretary to Mr. Ireland
Miss Linda Lewis -	Secretarial work for Traffic, Recreation & Occupation
Miss Louise Dumelie -	Records & Statistics Clerk, Librarian and General Office Duties

ASSETS

The assets of the Council are approximately \$9500. Added to equipment was an additional typewriter, secretarial desk and chair. The addressograph was exchanged for a larger and more practical unit.

LIBRARY

Reference material is essential. Over the years an extensive Traffic library has developed. Negotiations with Mr. Paul Clancy of Molson's Brewery Regina Limited resulted in a grant of \$500 to the Council for the purpose of obtaining from the National Safety Council a complete library to serve all Divisions of the Council. A further grant of \$100 a year will maintain the Library with up-to-date research data and information.

MEMBERSHIP

1964 added many new members to the Council. A complete list of contributors follows. When forwarding a cheque of \$2,500 to S.S.C. on behalf of the Motor Vehicle Manufacturers Association, Mr. E.K. Brownridge, president of the Association, stated:

"Our members were impressed with the excellent work which you are presently undertaking and we are pleased to have the opportunity to participate in your work in a tangible way."

John Deere Limited came forward with a unit for the tractor-tipping demonstrations and Outboard Marine Corporation of Canada will provide an outboard motor for water safety demonstrations.

COMMUNICATION

May '64	General Manager to CHSC Conference, Toronto & Provincial Managers' Meeting Miss Zvanchuk to CHSC Conference, Toronto Women's Advisory Committee Meeting Professional Safety Women's Committee Meeting
October '64	General Manager at Institute for Safety Council Administration, Chicago National Safety Congress State & Provincial Safety Coordinators Meeting
January '65	General Manager at Provincial Manager's Meeting, Ottawa Planning Meetings of CHSC and NSL Canadian Industrial Safety Association Meeting, Toronto
February '65	T. Ireland at Western Canada Farm Safety Conference, Winnipeg

PRESS - RADIO - TELEVISION

News media assistance has been outstanding. With six divisions to consider, the number of demands on the news media have been considerably greater. The Winter Safe Driving League made filmlets available without costs and television stations took full advantage of them. Radio stations resort to many on-the-spot telephone broadcasts particularly for messages at holiday and long weekend times. A regular weekly radio program continues over CBK and a series was prepared for CKBI, Prince Albert.

PROGRAMS

Listed are the major programs in which the Council has been involved during the past year:

Elmer the Safety Elephant	Baby Sitting Training Course
Better Boating Course	Pedal Pusher Club
Plastic Film	Discarded Ice Boxes & Refrigerators
Child Safety Day	Farm Safety Week
Safe Driving Week	Holiday Hazards
Slow Down and Live	Check Your Car - Check Accidents
Seat Belts	Slow Moving Vehicle Emblem
Rural Road Hazards	Auger Safety
Hospital Safety	Taxi-Cabs
Mile Swim Awards	Poison Control
Poison Ivy	Playground Safety
Pressurized Containers	Medicine Cabinets
Tractor Tipping	Reflectorized Bicycle Licenses
Insecticides	Tractor Noise
Hallowe'en Hazards	Christmas Hazards
Driver Improvement Clinics	Reflectorized License Plates
Driver Examinations	Vehicle Inspections
Small Aircraft Safety	Breathalyzer Tests and Blood
Mouthguards	Alcohol Content Standards

SURVEYS - RESEARCH

The Council has gathered information from various sources on the following subjects:

Car Bumpers	School Buses
Scooters	Tire Standards
Winter Studded Tires	Parking
Roadside Design	Ice Control
Intersection Accidents	Traffic Accidents - general
Traffic Accidents in	Enforcement Strength re Traffic Control
Construction Areas	Educational Police Methods
Technical Police Methods	Chain Saws
Car Running Lights	Hospital Safety Committees

COMMUNITY COUNCILS

Safety Councils are functioning well in Moose Jaw, Saskatoon, Estevan and Swift Current. All cities are geared for safety council work but promotional material is required. The problem appears to be the need for persons to volunteer their assistance and support. RCAF Stations at Alsask, Dana and Yorkton are very interested in the various programs and all have established Councils at their Bases. Information concerning the various programs of S.S.C. has been made known to all affiliated Councils. Promotional materials and films have been provided periodically. Throughout the winter, the Prince Albert National Park Safety Committee has been provided with a safety program of films every two weeks.

SPECIAL EVENTS - SPEAKING ENGAGEMENTS

There has been the usual demand in this connection and Mr. Ireland, Miss Zvanchuk and I have complied. I am happy to say that our President has also been our official spokesman on several occasions. There have been many special engagements under the heading of public relations and they have all been acknowledged.

DRIVER EDUCATION & TRAINING

The program is ably supervised by Mr. Ireland and directed by the Driver Education Board. There have been considerable gains this past year as will be seen by the report. The fact Saskatchewan now has qualified personnel to conduct Basic Courses is the indication we are fast moving ahead in this field.

STATISTICS

Statistics are maintained within the limits of the Council and its means of obtaining them. With the cessation of the Provincial Accident Facts booklet, which was the most outstanding in the country, we have no other equal source for Saskatchewan's total picture. A supply of the Annual Motor Vehicle Accident Reports are obtained each year. Information on accidents are obtained from the R.C.M.P. and City Police Departments. Use is made of the Dominion Bureau of Statistics reports and facts and figures are also obtained through the National Safety League of Canada and the Canadian Highway Safety Council. A move has been made to develop a Statistics Committee but this has to be followed through this year.

GENERAL

We could go to some length about the many telephone calls received day by day which form a part of the Council's activities --- the visits of persons with inventions; enquiries re road conditions, child seat belts, what colour car to buy; of the friendly relationships with other provincial and national safety councils and organizations. This is the kind of extra activities we hope there will continue to be to make the office work interesting and challenging.

For the record, I would like to express my personal thanks to all those who have worked with us throughout the year and who have made it possible for us to exist as an organization. My particular appreciation is expressed to the staff who through their diligence and untiring efforts, have carried out the duties of the Council.

Respectfully submitted

Leonard S. Bowman
General Manager

1964 Contributors

R.M. of Cyma	Co-op Fire & Casualty Insurance
R.M. of Lipton	United Grain Growers
Town of Gull Lake	Town of Humboldt
Town of Melfort	Village of Viscount
R.M. of South Qu'Appelle	R.M. of Baildon
R.M. of Willow Bunch	Village of Dafoe
Village of Kincaid	Hoffman-La Roche Limited
Village of Dinsmore	Shell Canada Limited
R.M. of Excelsior	Village of Elbow
R.M. of Scott	Village of Hepburn
R.M. of Prince Albert	H.M. Trimble & Sons Ltd.
R.M. of Grass Lake	R.M. of Browning
R.M. of Moose Creek	R.M. of Greenfield
Village of Milden	R.M. of Lumsden
R.M. of Fillmore	R.M. of Hazelwood
R.M. of Clinworth	R.M. of Good Lake
R.M. of Hoodoo	R.M. of Laurier
R.M. of Cory	R.M. of Tullymet
R.M. of Coalfields	Town of Kipling
Village of Lipton	Mrs. R.M. Ward
R.M. of Newcombe	Village of Kenaston
R.M. of Leask	W.L. Elash
R.M. of Wrexford	Town of Outlook
R.M. of Storthoaks	Town of Kyle
Town of Ogema	Federated Co-operative Limited
Town of Canora	R.M. of Vermilion Hills
R.M. of Walpole	R.M. of Francis
R.M. of Kinistino	R.M. of Bjorkdale
Allstate Insurance Company	Safety Supply Company
R.M. of Kindersley	Soo-Security Motorways Limited
City of Weyburn	Town of Wilkie
R.M. of Elfros	Town of Willow Bunch
R.M. of Mountain View	Village of St. Brieux
City of Yorkton	R.M. of Perdue
R.M. of Cote	R.M. of Victory
R.M. of Emerald	R.M. of Flett's Springs
R.M. of Arborfield	R.M. of Rosemount
R.M. of Aberdeen	R.M. of Battle River
R.M. of Bayne	Town of Kerrobert
Chrysler Canada Limited	Producers Pipelines Limited
R.M. of Dundurn	Workmen's Compensation Board
City of Saskatoon	W.V. Beaulieu
All Canada Insurance Federation	E. Murphy
R.M. of Caron	Imperial Oil Limited - Marketing
R.M. of Key West	R.M. of Caledonia
City of Melville	R.M. of Happyland
Government of Saskatchewan	R.M. of Lake Lenore
R.M. of Cupar	R.M. of Hart Butte
Melfort Agricultural Society	Kalium Chemicals Limited
R.M. of Enfield	Mrs. L. Simpson
City of Regina	P. Swallow
R.M. of Montmartre	C.D. Stewart
Saskatchewan Government Insurance Office	E.B. Ramsay
Town of Biggar	Western Tractor Limited

1964 Contributors (Cont'd.)

John Deere Limited
J. Hanson
Wawanesa Mutual Insurance Co.
Great-West Life Assurance Co.
R.M. of Nipawin
R.M. of Pleasant Valley
Canadian Salt Company Ltd.
J.H. Fream
J.A. Peck
A.J. Rugg
P.B. Peacock
W.M. Catley
R.M. of Preeceville
Manufacturers Life Insurance
Town of Carrot River
Village of Aylsham
Village of Avonlea
Motor Vehicle Manufacturers' Assoc.
Mrs. M. Bohrsen
H. Bohrsen
C. Smith
Mrs. K.R. Jefferies
Town of Ponteix
R.M. of McCraney
Village of Fox Valley
W. Koroluk
Canadian Westinghouse Company
Village of Mazenod
Mrs. O.L. Devine
R.M. of Buckland
Mrs. M. Fidler
City of Lloydminster
Saskatchewan Power Corporation
Miss A. Normandin
Mrs. H. Ternes
British American Oil Company Ltd.
Saskatchewan Wheat Pool
L. King
R.J. Wood
Mrs. B. Trew
R.M. of Bratt's Lake
Village of B-Say-Tah
Minnesota Mining & Manufacturing
Saskatchewan Farmers Union
City of Moose Jaw
Greyhound Lines of Canada
Saskatchewan Transportation Company
Coachmen Rod & Custom Club
Eastman-Caribou Homemakers Club
Saskatchewan Optometric Association
City of North Battleford
Royal Canadian Legion - District #1
A.E.W. Colton
C.G. Casswell

R.M. of Monet
City of Prince Albert
R.M. of Enniskillen
Regina Road Knights
Sask. Federation of Agriculture
Canadian Highway Safety Council
Imperial Oil Limited - Producing
B. Mantle
Molson's Regina Brewery Limited
Saskatchewan Pharmaceutical Assoc.

SASKATCHEWAN SAFETY COUNCIL

1964 EXECUTIVE

President

A. G. STEWART
Manager, Manufacturing Department, Imperial Oil Limited, Regina

Vice-President

CHRISTIAN SMITH
Director of Health & Safety Education, Department of Public Health, Regina

Treasurer

J. R. BIGGS
Manager, Huron & Erie Canada Trust, Regina

Secretary

LEONARD S. BOWMAN
General Manager, Saskatchewan Safety Council

Traffic Chairman

J. M. CRAWFORD
Traffic Engineer, Department of Highways, Regina

Farm Chairman

DR. C. D. STEWART
President, Agra Vegetable Oils Limited, Nipawin

Home Chairman

MRS. O. O. JACKSON
Vice-President, Saskatoon & District Safety Council, Saskatoon

Recreation Chairman

BEVAN LAWSON
Swimming & Water Safety Division, Red Cross Society, Regina

Occupation Chairman

A. J. ROSS
Safety Director, South Saskatchewan River Dam Project, Cutbank

College & School Chairman

D. SHOCKEY
Saskatchewan Teachers Federation, Saskatoon

DIVISION DIRECTORATES

TRAFFIC DIVISION

J. M. Crawford (Chairman)	Regina
W. G. McInnis (Vice-Chairman)	Regina
R. G. McWhirter (Vice-Chairman)	Regina
V. Sotropa (Vice-Chairman)	Regina
R. D. Mahara (Finance Chairman)	Regina
Dr. C. H. Andrews	Prince Albert
R. D. Blackburn	Regina
H. S. Casswell	Estevan
R. C. Chisholm	Regina
J. A. Christie	Regina
S. F. Cunningham	Swift Current
W. J. Eddy	Regina
A. M. Erskine	Regina
G. A. Hume	Moose Jaw
D. Jewitt	Weyburn
G. Korpelson	Yorkton
A. J. Lechore	Regina
C. M. Logie	Regina
L. S. Micks	Grand Coulee
R. A. Robertson	Lloydminster
T. J. Tallon	Viscount
G. Tumbach	Moose Jaw
D. J. Wardrop	Regina
Dr. S. Williams	Regina

FARM DIVISION

Dr. C. D. Stewart (Chairman)	Nipawin
Mrs. M. Bohren (Vice-Chairman)	Hanley
E. H. Anaka (Secretary)	Tisdale
S. Brach	Saskatoon
C. Casswell	Melville
E. Cunningham	Regina
H. Gerlock	Regina
A. Greenfield	Regina
J. G. Hamilton	Pense
L. J. Hutchison	Regina
L. King	Prince Albert
W. Laing	Gallivan
F. W. Madex	Regina
E. Murphy	Estevan
Mrs. J. Oberg	Hendon
C. Smith	Regina
C. Thompson	Saskatoon
E. Walker	Moose Jaw
H. Wilson	Hanley

HOME DIVISION

Mrs. O. O. Jackson (Chairman)	Saskatoon
Mrs. J. Woods (Vice-Chairman)	Regina
Miss G. Adams (Secretary)	Regina
O. J. McNeill (Finance Chairman)	Regina
Mrs. D. Bateman	Moose Jaw
W. E. Bolton	Regina
Miss W. M. James	Ottawa
Mrs. K. E. Jefferies	Moose Jaw
Dr. P. H. Peacock	Saskatoon
J. C. Probe	Regina
D. Seachke	Regina
C. Smith	Regina
Mrs. T. M. Spencer	Regina

RECREATION DIVISION

B. Lawson (Chairman)	Regina
E. L. Paynter (Vice-Chairman)	Regina
V. W. Wilson (Secretary)	Regina
C. G. Leibel (Finance Chairman)	Regina
G. H. W. Ashley	Prince Albert
G. Currie	Regina
W. J. Fitzsimmons	Regina
W. A. Hartwell	Regina
F. C. Nagel	Regina
J. W. Pearl	Regina
J. V. Pettigrew	Regina
G. H. Schmidt	Saskatoon
J. M. Wilkie	Regina

OCCUPATION DIVISION

A. J. Ross (Chairman)	Cutbank
J. E. Moore (Vice-Chairman)	Regina
R. L. McPherson (Secretary)	Regina
G. M. Harris (Finance Chairman)	Regina
E. Anacle	Regina
M. J. Gersmann	Saskatoon
J. C. Henshaw	Regina
J. P. Kot	Regina
R. Law	Regina
Dr. D. V. McAffee	North Battleford
R. M. Reavley	Regina
W. W. Shaw	Regina
C. E. Scott	Regina

COLLEGE & SCHOOL DIVISION

D. Shockey (Chairman)	Saskatoon
J. H. Richards (Vice-Chairman)	Regina
A. Robb (Secretary)	Regina
W. Shae (Finance Chairman)	Regina
C. Casswell	Melville
Miss J. Gordon	Saskatoon
S. Hickie	Killaly
E. F. Holliday	Regina
G. Juby	Regina
M. A. Kirk	Regina
S. T. Morris	Saskatoon
W. G. McInnis	Regina
G. Revell	Melfort

Driver Education & Training Board

Established by Traffic Division	
H. Jansen (Chairman)	Regina
J. Greening	Saskatoon
D. Jewitt	Weyburn
Mrs. M. Kinsel	Regina
W. G. McInnis	Regina

Office Management

Leonard S. Bowman	- General Manager
Thomas Ireland	- Supervisor, Driver Education & Training Program
	- Coordinator of College & School Division
Miss E. Zvanchuk	- Coordinator of Women's Activities & Home Division

SASKATCHEWAN SAFETY COUNCIL

TREASURER'S ANNUAL REPORT

APRIL - 1965

The accompanying annual report spread sheet will indicate to you our interpretation of the cost of the six Divisions of the Saskatchewan Safety Council in it's first full year as a comprehensive organization.

Many discussions have taken place in order to arrive at the formula used in setting up this spread. Much debate could still take place in this area; but one must recognize that the truly important item in the expenditure of funds is the item "Specifics" which represents in large measure the material and other items directly used by each Division in its actual program. The newer Divisions cannot be expected at the time of this report to have developed a program sufficiently to utilize other than administrative services.

We are pleased that the expenditure in the cause of Safety in 1964-65 is 18.7% greater than in the last year of the former Council. Incomes in the 1964-65 year rose to \$33,497.84 which is an increase of 52.5% over 1963-64. Surely this fact, making some \$11,500 available for Safety work, will eliminate concern in anyone's mind as to the value of the comprehensive Council.

I firmly believe that the Executive Committee of this Council should remain independent of any connection with a particular Division to maintain the energetic objective drive so evident under the leadership provided by Mr. Garf Stewart. By selecting public spirited men for these posts it will keep the administrative functions independent of pressures from any of the six Divisions and at the same time make business experience available to the General Manager and ensure a flow of fresh new ideas into the work.

The welfare of the Divisions is assured by the quarterly meetings of the Executive Committee representative of the entire S.S.C. 1964-1965 was indeed an interesting experience in pioneering and it is my hope that some of the policies evolved will provide a good foundation for the future.

I regret sincerely being unable to continue my association because of a move from Regina but I would like to express my appreciation for the opportunity for service provided to me in the past year.

Respectfully submitted


J. R. Biggs, Treasurer

SASKATCHEWAN SAFETY COUNCIL

1964-65 EXPENDITURES
SPECIFICS AND ALLOCATION OF ADMINISTRATION COSTS

	TOTAL	TRAFFIC	FARM	HOME	RECREATION	OCCUPATION	COLLEGE & SCHOOL
Annual Meeting	287.35	229.88	28.73	14.37	9.77	2.30	2.30
Bank Charges	39.80	31.84	3.98	1.99	1.19	.40	.40
Car Allowance	225.00	225.00					
Furniture & Equipment	807.76	646.20	80.78	40.39	24.23	8.08	8.08
Insurance	24.00	19.20	2.40	1.20	.72	.24	.24
Miscellaneous	331.78	256.48	32.32	20.21	8.00	5.81	8.96
Postage & Express	675.04	555.31	59.86	29.93	17.96	5.99	5.99
Promotional Material - gen.	205.20	166.93	16.10	9.06	6.25	3.43	3.43
Promotional Material - Specific Divisions	2,662.09	2,385.89	155.50	120.70			
Publications	184.31	142.29	11.09	23.38	5.35	1.10	1.10
Rent	2,820.00	2,256.00	282.00	141.00	84.60	28.20	28.20
Salaries	14,833.36	11,032.58	1,351.66	1,244.06	574.76	315.15	315.15
Stationery	1,501.79	877.36	153.08	155.18	124.46	95.84	95.87
Telephone & Telegraph	293.63	221.20	41.61	14.83	7.15	5.52	3.32
Travel	1,662.01	1,283.67	242.11	101.30	20.97	6.98	6.98
Payments Allocated	<u>\$26,553.12</u>	<u>20,329.83</u>	<u>2,461.22</u>	<u>1,917.60</u>	<u>885.41</u>	<u>479.04</u>	<u>480.02</u>
Women's Awards Program	275.55						
Travel Advance o/s	<u>95.60</u>						
TOTAL PAYMENTS	<u><u>\$26,924.27</u></u>						

SASKATCHEWAN SAFETY COUNCIL

GENERAL ACCOUNT

DRIVER EDUCATION AND TRAINING PROGRAM TRUST FUND

DRIVER INSTRUCTORS' TRAINING PROGRAM TRUST FUND

A U D I T R E P O R T

For the Year Ended March 31, 1965

OFFICE OF THE PROVINCIAL AUDITOR

REGINA, SASKATCHEWAN

Audit Reference Number 2891

SASKATCHEWAN SAFETY COUNCIL

GENERAL ACCOUNT

DRIVER EDUCATION AND TRAINING PROGRAM TRUST FUND

DRIVER INSTRUCTORS' TRAINING PROGRAM TRUST FUND

A U D I T O R ' S R E P O R T

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, 1965. 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, 1965 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 13, 1965

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

GENERAL ACCOUNTSTATEMENT OF RECEIPTS AND PAYMENTSFor the Year Ended March 31, 1965

Receipts:

Grants:

Associations and companies	\$ 6,884.00
Cities, towns and villages	750.00
Province of Saskatchewan	14,155.00
Rural Municipalities	438.00
Saskatchewan Government Insurance Office - Traffic	8,000.00
Individual memberships	<u>53.00</u>

\$30,280.00

Promotional Programs:

Elmer the Safety Elephant	\$ 321.45	
Pedal Pusher Club	194.97	
Bicycle licenses	2,077.07	
Womens Awards	250.00	
Home baby sitting course	<u>88.50</u>	2,931.99
Annual meeting registrations		276.30
Bank interest		463.30
Travel advance outstanding, April 1, 1964		<u>96.55</u>

\$34,048.14

Payments:

Bank charges	\$ 39.80
Car allowance	225.00
Annual meeting	287.35
Furniture and equipment	807.76
Insurance	24.00
Miscellaneous	331.78
Postage and express	675.04
Promotional material - general	205.20
Publications	184.31
Rent	2,820.00
Salaries	14,833.36
Stationery and supplies	1,501.79
Telephone and telegraph	293.63
Travel	<u>1,662.01</u>

Promotional programs:

Elmer the Safety Elephant	\$ 301.61	
Pedal Pusher Club	57.75	
Bicycle licenses	2,021.53	
Womens Awards	275.55	
Home general	8.32	
Home baby sitting course	112.38	
Farm general	<u>155.50</u>	2,937.64

Travel advance outstanding March 31, 1965	<u>95.60</u>	<u>26,924.27</u>
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Excess of receipts over payments	\$ 7,123.87
Unexpended balance, April 1, 1964	550.30
Unexpended balance Farm Safety Trust Fund	<u>161.13</u>

Unexpended balance, March 31, 1965	<u>\$ 7,835.30</u>
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SASKATCHEWAN SAFETY COUNCILDRIVER EDUCATION AND TRAINING PROGRAM TRUST FUNDSTATEMENT OF RECEIPTS AND PAYMENTSFor the Year Ended March 31, 1965

Receipts:

Saskatchewan Government Insurance Office - Grant	\$12,500.00
Travel advance outstanding, April 1, 1964	<u>75.00</u>
	\$12,575.00

Payments:

Car allowance	\$ 96.00	
Miscellaneous	69.23	
Postage and express	209.37	
Publications	14.44	
Rent	660.00	
Salaries	8,934.92	
Stationery and supplies	910.37	
Telephone and telegraph	269.10	
Travel	858.45	
Travel advance outstanding, March 31, 1965	<u>57.95</u>	<u>12,079.83</u>
Excess of receipts over payments		\$ 495.17
Unexpended balance, April 1, 1964		<u>8,256.70</u>
Unexpended balance, March 31, 1965		<u>\$ 8,751.87</u>

SASKATCHEWAN SAFETY COUNCILDRIVER INSTRUCTORS' TRAINING PROGRAM TRUST FUNDSTATEMENT OF RECEIPTS AND PAYMENTSFor the Year Ended March 31, 1965

Receipts:

Grants:

Canadian Highway Safety Council	\$1,750.00
Saskatchewan Government Insurance Office	1,050.00
Saskatchewan Highway Traffic Board	<u>75.00</u>

\$2,875.00

Course fees	650.00
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Sale of textbooks	8.00
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Luncheon registrations	<u>110.00</u>
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\$3,643.00

Payments:

Instructors' fees	\$1,086.80
Grants to student instructors	1,507.30
Luncheon	165.00
Miscellaneous	84.25
Postage	43.49
Stationery	85.21
Supplies	322.15
Telephone	12.20
Travel	<u>252.84</u>
	<u>3,559.24</u>

Excess of receipts over payments	\$ 83.76
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Unexpended balance, April 1, 1964	<u>1,514.00</u>
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Unexpended balance, March 31, 1965	<u>\$1,597.76</u>
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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
As at March 31, 1965

Trust deposit with Huron and Erie Canada Trust	\$14,671.72
Cash in bank	3,497.90
Petty cash	<u>15.31</u>
Balance as at March 31, 1965	<u>\$18,184.93</u>

The Balance is made up as follows:

General Account	\$ 7,835.30
Driver Education and Training Program Trust Fund	8,751.87
Driver Instructors' Training Program Trust Fund	<u>1,597.76</u>
	<u>\$18,184.93</u>

SASKATCHEWAN SAFETY COUNCIL
ANNUAL REPORT OF WOMEN'S ACTIVITIES

APRIL - 1965

The duties of the Coordinator of Women's Activities consist of promoting the programmes of all Divisions of the Council to women's organizations, clubs, branches, and auxiliaries in the Province. It is impossible to segregate this position as being primarily the concern of one particular Division; therefore an attempt has been made to educate women's groups with the operation of the Saskatchewan Safety Council and bring to their attention the various information, materials, and projects which we have to offer.

Although this position is not presently on a full-time basis, as much time as possible has been given to this aspect of creating public awareness since it is realized that all women are -- or should be -- concerned with safety. It would, and is, impossible for the Council alone to educate all citizens in the province in the measures they should take to protect themselves from the unnecessary incidents occurring each and every day. This is the reason we solicit the support and interest of women's organizations who can all do something to assist us in our efforts. This interest does exist in such groups but it requires nurture and direction in order to activate the interest into activity.

During the past five years, it has been possible to build a mailing list of approximately 1,000 local women's groups in Saskatchewan. Information has been circulated to these Clubs on an average of four times a year. It is hoped that in the near future the Council will consider issuing a periodic bulletin of interest to these women concerning general family safety and reports of various programs being conducted throughout the province of individual clubs.

Listed are a few of the provincial organizations with whom the Saskatchewan Safety Council have been in contact: I.O.D.E., Saskatchewan Homemakers Clubs, Council of Women, Girl Guides Association, W.C.T.U., Victorian Order of Nurses, Saskatchewan Jaycettes, Co-operative Women's Guild, Saskatchewan Farmers Union, Canadian Legion Women's Auxiliary, St. John Ambulance Nursing Division, Soroptimist and Zonta Clubs. A number of these groups have become members of the S.S.C. and have appointed official representatives.

News releases have been prepared during the past year for inclusion on women's pages of newspapers or for radio and television programs of particular interest to women. Personal contacts have been made with women's editors on as many occasions as possible. The news media has been most co-operative in publicizing information on behalf of the Council.

The 1964 "Saskatchewan Women's Safety Awards" program can be considered the most successful yet with an increase in interest and participation. This particular program has enabled the Council to promote all areas of safety in view of the expansion of the Awards to involve major fields of accident prevention. As a result of a tie for first place in the provincial program, we were able to be represented in the national competition for the Carol Lane Safety Awards by two excellent entries, namely the Convent of the Child Jesus High School Safety Council of North Battleford and the Blackley District Homemakers Club of Saskatoon. Saskatchewan's record of a national winner every year has not been broken by the fact that the Blackley Club was selected as the second-place winner. Although the Convent Safety Council did not place in the national competition, I believe all members of the S.S.C. would agree that these young girls deserve a great deal of credit and recognition for their efforts. The expansion of the Awards into provincial and national competitions certainly has resulted in much greater activity. The S.S.C. received splendid publicity during the past year from this program and it is anticipated that we could expect double the number of entries for the 1965 Awards.

My special thanks is extended to the judges of the 1964 Awards for their personal interest, assistance and patience. Their task of selecting the three provincial winners was by no means simple. The sponsors of the Awards program, Shell Canada Limited, have been contacted with the suggestion that some form of certificate of recognition be prepared for all entries. It is my own personal belief that all groups who have conducted some form of a safety project, whether large or small, should be recognized for their efforts which would possibly be an incentive for them to do more in another year.

Various club meetings have been attended where the subject of safety has been discussed. Continual follow-up contacts are made by correspondence or personal visit. Topics of particular interest seemed to involve driver education, all aspects of child safety, seat belts, "women drivers", uniform traffic procedures, senior citizen safety, farm and general family safety.

Informational and educational materials including posters, circulars, pamphlets, films, exhibits and displays have been used for meetings of women's groups.

It has been my pleasure to represent the S.S.C. on the Women's Advisory Committee of the Canadian Highway Safety Council/National Safety League. This Committee has representation of all national women's organizations and certainly assisted us in obtaining the co-operation of the associations in Saskatchewan. Although it is only possible for the Professional Safety Women across Canada to meet together once a year during the CHSC Conference, contact is maintained by correspondence where many ideas are exchanged and problems remedied.

With women in all these organizations aware of their responsibility we can move forward to greater heights during 1965 with such a large group of public support.

Respectfully submitted -


(Miss) Eleanor Zvanchuk

SASKATCHEWAN SAFETY COUNCIL
DRIVER EDUCATION AND TRAINING PROGRAM

A N N U A L R E P O R T
1 9 6 3 - 1 9 6 4

In reviewing the more prominent features of the 1963-64 Driver Education and Training Program, perhaps the most significant factor has been the uncertainty created by full utilization of the original grant fund. This situation was not unexpected since enrollment trends over the past few years have given a clear indication that the fund could no longer sustain the increasing demand. Consequently, during the year, several alternative means of financing were carefully examined by the Driver Education and Training Board. Briefs were prepared and presented to the Saskatchewan Safety Council Traffic Division Directorate, outlining the scope of the problem and suggesting various measures aimed at realizing a more progressive financing system, capable of assuring continued development of the Driver Education Program beyond the limits of the present fund.

Definite long term results have not yet been realized but interim measures suggested by the Directors have reduced the per student subsidy from \$30 to \$25. Saskatchewan Government Insurance Office have also assisted in overcoming the immediate problem by extending their financial support to \$140,000. These two adjustments in the financial structure will raise the enrollment potential of the program to 5,060 and relieve current demand pressures until a more permanent solution can be determined. Some dismay has been expressed by several School Unit Boards at the reduced subsidy level, but it is not expected to have much influence on established programs.

It is encouraging to note that a few local School Boards are now assuming a portion of the overall training costs.

In some cases, this was no doubt precipitated by the reduction in grant, but it is still a significant development and justifies the Driver Education and Training Board's "go slow" policy, allowing unit boards to assess the relative value of the course before committing themselves to financial support. It also stimulates a greater degree of interest in course content and operation resulting in an all round improvement in the program offered.

A process of partial integration of Driver Education with regularly scheduled classes is also becoming apparent in some areas. This is wholly a product of local initiative and results in a much improved teaching situation. Again it is evident that the policy of innocuous persuasion followed by the Board has created a climate conducive to course improvement at the local level.

Interest in the annual Driver Instructor Courses continues at a high level and we have now reached a point where there are a sufficient number of instructors to fill expansion requirements. A growing interest is apparent among teachers and it is hoped this trend will continue as long range development objectives of the Driver Education Program will depend on the support of this group. The progressive upgrading courses offered by the Board to selected personnel over the past four years are finally achieving their objective. Saskatchewan teachers are now available who can assume supervisory responsibilities at the annual Basic Course, eliminating the need to import a person for this position. Five men are now qualified and have the necessary enthusiasm, energy and ability to conduct a superior course.

Recognition of Advanced Course certificates by the Department of Education is another milestone which deserves some comment. The consultations with Dr. Collins and Mr. Greening's work with the Saskatchewan Teachers Federation contributed materially to the acceptance of this Board's recommendations on instructor standards.

Finally as Chairman of the Driver Education and Training Board, I would like to take this opportunity to thank individual members of the Board ~~for their continued effort~~ which has been such a large factor in the success of Driver Education in Saskatchewan.

I would also like to express appreciation to Saskatchewan Government Insurance Office for their continued support of our program and the additional funds which have now been placed at our disposal.

Respectfully submitted

Signed

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

April - 1965

SASKATCHEWAN SAFETY COUNCIL
DRIVER EDUCATION AND TRAINING PROGRAM

S Y N O P S I S
1 9 6 3 - 1 9 6 4

D E V E L O P M E N T T A B L E

Year	<u>Total Enrollment</u>		Grant Paid	<u>Total Since Prog. Inception</u>	
	<u>Est.</u>	<u>Final</u>		<u>Graduates</u>	<u>Partial</u> s
1959-60	888	920	\$25,755	797	123
1960-61	1,507	1,383	39,420 (\$65,175)	1,245 (2,042)	138 (261)
1961-62	2,135	2,051	60,015 (\$125,190)	1,950 (3,992)	101 (362)
1962-63	3,221	3,082	87,195 (\$212,385)	2,811 (6,803)	271 (633)
1963-64	3,654	3,531	99,720 (\$312,105)	3,117 (9,920)	414 (1,047)

Over the five years listed, 96.15% of estimates have actually enrolled and 90.45% of those enrolling have graduated successfully. Totals under "Grant Paid" exclude administrative costs.

E X P E N D I T U R E S

Grants for Driver Education		\$99,720.00
Administration		12,500.00
Basic Instructor Course		<u>1,050.00</u>
Total	1964	<u>\$113,270.00</u>
Comparison:	1963	100,355.00
	1962	73,565.00
	1961	53,120.00

E N R O L L M E N T (G E N E R A L)

	<u>1964</u>	<u>1963</u>	<u>1962</u>
Estimates	3,654	3,221	2,135
Actual	3,531	3,082	2,051
Graduates	3,117	2,811	1,950
Fail & Partial	414	271	101

1963-64 actual enrollment reached 96.4% of estimates. 11.7% failed and 88.3% graduated successfully. Failures include students qualifying for 50% of grant where they successfully completed all phases of the training, but failed the Provincial Road Test. Figures also include approximately 110 students who took the theory portion of the course late in the 1962-63 school year and the practical training early in the 1963-64 year. Grants for these students are therefore divided equally over two years, and are listed in both cases as failures.

ENROLLMENT (DISTRIBUTION)

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

Rural enrollment continues to climb steadily increasing from 40.0% to 44.1% of the total. Male enrollment decreased by 2½ points; a reversal of previous trends.

ADMINISTRATIVE DISTRIBUTION

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

PERSONNEL EMPLOYED

<u>Total</u>	<u>Part-Time</u>	<u>Full-Time</u>	<u>Rural</u>	<u>Urban</u>
59	29	30	29	28

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

ANNUAL REPORT OF THE TRAFFIC DIVISION

APRIL - 1965

A number of items were accomplished to complete the change from the Saskatchewan Highway Safety Council to an overall Council. Chief among these was the adoption of a new Division Constitution at the January Quarterly Meeting.

As expected, some former members have transferred to other Divisions of the Council. Average attendance this year, at Quarterly Meetings has been 32, a drop from previous attendance figures.

Despite the efforts of the Safety Council for the last 8 years, traffic accidents have increased both in total, and in accidents per million vehicle miles. Realizing this, the Traffic Division has attempted to adopt new methods of evaluating accident prevention methods. Concentration has been placed on accident conditions where large numbers of accidents have occurred. Special forums were held on single car accidents and head-on collisions. While these forums were not a complete success, it is notable that there was very little discussion on the usual minor accident causes such as school zones, railroad crossings, and school buses.

Present indications are that subcommittees will be formed at the Annual Meeting to concentrate on promising areas for major accident improvement. A major improvement can be arbitrarily defined as an accident prevention measure which could prevent at least 1,000 accidents per year, if successful. It is worth repeating that one of the chief problems with safety movements is their failure to concentrate on major items. Complete success in preventing 100% of accidents from, for example whiplash, would make no noticeable effect on the rapidly increasing accident rate.

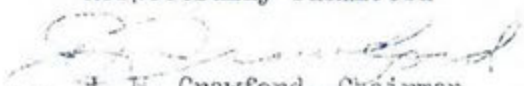
Major areas worth studying appear to include:

- (a) Increased seat belt usage
- (b) Bumper design
- (c) Motor vehicle inspections
- (d) Ice control on urban arterial streets
- (e) Parking control

This list may appear to be odd to some senior safety movement people. Few of the traditional areas are included. This is because few of the traditional areas have had much effect on accidents. The above list is based on research in other areas, and all have a potential of eliminating over 1,000 accidents (or 1,000 injuries) per year.

In summary, a year of reorganization. Some new ground has been broken. These areas should produce more positive results in accident prevention.

Respectfully submitted


J. M. Crawford, Chairman
Traffic Division

SASKATCHEWAN SAFETY COUNCIL
FARM DIVISION

A N N U A L R E P O R T
1 9 6 3 - 1 9 6 4

In this first Annual Report of the Saskatchewan Safety Council Farm Division, we must realize that the past year has been essentially one of constitutional realignment and reorganization. However, despite the restrictions imposed by circumstances it is my candid opinion we have successfully adapted to the new arrangement; preserved our autonomy, improved co-ordination with other local, national and international farm groups, and in addition, have introduced and developed a number of very worthwhile programs. We have found rural, farm and industrial organizations fully cognizant of the farm accident problem and anxious to lend whatever assistance they can to improve the situation.

General farm accident statistics still include far too many preventable and unnecessary deaths and injuries. Although we massacre over 400 people annually on our farms and highways, it is evident from the general lack of concern that no one is yet alarmed at the growing proportions of the problem. This apparent apathy is an issue which the Farm Division feel should be thoroughly explored; that educational, promotional and publicity facilities of all divisions should be focused on a program to provoke public indignation and action at the tremendous social and economic consequences of accidents.

In our own field, we find the independent character of the average farmer and the nature of his occupation present a number of problems in applying general safety principles. For obvious reasons, the three "E's" of safety cannot be applied with equal emphasis in a farm program as in other areas with a more controlled environment. Engineering to the average farmer is defined in terms of machine performance and not in its broader sense of environmental control. Similarly, enforcement is an almost non-existent quantity since there is no acceptable method of applying it on the farm. For this reason the Farm Division have concentrated their efforts on a comprehensive program of safety education aimed at encouraging grass roots involvement.

In line with this general philosophy, we have launched a co-operative program with the Provincial 4-H Council aimed at promoting the use of the new "Slow Moving Vehicle Emblem" on farm equipment. The increasing frequency of motor vehicle/farm equipment collision has caused some concern among Farm Division members, and we believe this positive approach is one of the most practical means of arresting the trend. Twelve thousand young 4-H members are working on the program in their own districts and it is hoped that this involvement will encourage a more general interest in other aspects of farm safety. The Farm Division are carrying out an extensive publicity and public education campaign acquainting the general public with the sign's function and providing some of the administrative assistance necessary in a project of this size. To date, over 900 signs and attachmentss have been distributed for local publicity purposes and we are confident the general acceptance already evident among farmers will ensure its success.

A series of single topic farm safety film slides, together with explanatory scripts are being prepared by our Division for the benefit of interested individual and groups throughout the province.

"Rural Road Hazards" and "Auger and Elevator Operation" the initial titles in this series are already completed and available. Additional titles on Silo Packing, Harvesting, Haying, Tractor Operation and other farm safety topics are in the planning stages and will be added to our library during the coming summer. 4-H and the Department of Agriculture are already using the available titles and comments on their effectiveness have been very encouraging. We would be remiss if we did not acknowledge the co-operation and assistance extended to us by United Grain Growers Publicity Department in having additional copies of these films made for wider distribution. The Farm Division certainly appreciate this gesture.

Another major project was the revival of the Tractor Tipping Demonstration originally conducted by the Department of Agriculture in 1955, 1956 and 1957. John Deere Implement Company provided a new model tractor and the Saskatchewan Technical Institute, Moose Jaw adapted and mounted the necessary outrigger and roll bar equipment to make the unit functional. Performance tests are to be carried out by the University of Saskatchewan in order to programme a series of manoeuvres which will ensure full utilization of the educational possibilities of the unit. One significant factor has emerged from initial experiments. With the lower centre of gravity and greater stability characteristics, new tractors do not have the accident potential of older models. Perhaps this is advance evidence that roll-over and rearing accidents will gradually decline as a factor in farm fatalities as older models are replaced. We hope to have this unit in operation during the coming summer, but this will depend to a great extent on the results of performance tests at the University.

During the year, news releases dealing with safety in current farm activities and operations were distributed to news media throughout the province. Response by small weekly newspapers was very encouraging but the larger dailies and farm weeklies did not co-operate as well as expected. However, we hope to continue this practice as part of our educational program during the coming year.

The Farm Division was represented by a number of delegates at the Western Canada Farm Safety Conference in Winnipeg, February 8, 9 and 10. This conference is becoming a very useful vehicle for the dissemination of information and exchange of ideas. The conference was very well attended and discussed a wide variety of topics including the proposed formation of a National Farm Safety Division within the National Safety League. This group would be responsible for co-ordination of a national farm safety movement and would supply local divisions with information, materials and programs which might be adaptable to local use. However, the national division is still in the preliminary organization stage and will not be active for at least another year.

Finally, I would like to express my personal appreciation to all Farm Division members, organizations and other groups who have given such generous support throughout the year. This has been, and will continue to be the basis of any successful farm safety program.

Respectfully submitted

"Signed"

C. D. Stewart, Chairman
Farm Division

SASKATCHEWAN SAFETY COUNCIL

ANNUAL REPORT OF THE HOME DIVISION

APRIL - 1965

* * * * *

The Home Division Directorate held quarterly meetings during the past year --- Annual Meeting in Regina, May in Regina, September in Saskatoon and January in Moose Jaw. In view of the fact that 1964 was a year for experiencing "growing pains" and we were feeling our way in many areas, the Division's membership was not large enough to conduct general Division meetings. It is hoped that within the next year, the general membership of the Division will increase to the point where at least one general meeting, besides the Annual Meeting, will be able to be conducted.

The Division's main project for 1964 was the preparation and promotion of a Baby Sitting Training Course. The Course published by the National Safety League of Canada was accepted after certain changes were made to suit our needs in Saskatchewan. The availability of this training was announced to over 500 organizations in the province and enthusiastic response has been received from urban and rural groups who are considering sponsoring the Course in their communities. The Council office has even received requests for the Course from North Dakota as well as from San Bernardino, California.

The Course consists of 8 lecture sessions along with practical and written examinations. A manual, for use by sponsoring groups, is available giving complete details to the operation of the program. All forms and supplement materials are supplied free of charge from the Council and the only expense involved is the nominal cost of diplomas and wallet cards.

To the end of March, over 11,550 pieces of supplement materials was distributed by the Council office in answer to requests for various pamphlets and forms concerning the Course.

There are presently 12 courses being conducted throughout the province with an enrollment of 555 youngsters. We are very pleased with this response particularly in view of the fact that the program has only been in actual operation since January. Various other groups are in the process of planning Courses for the near future.

We are indeed grateful to the Department of Public Health and Rural Health Regions for their assistance; and to the professional persons who have acted as lecturers for the Courses.

Aside from our major project for the past year, I would like to briefly mention a few of the other subjects which have been investigated by the Division:-

- At our September meeting in Saskatoon, Dr. Nathan Goluboff Director of the Poison Control Centre, spoke on accidental poisonings. The knowledge gained by the Directors prompted the Division to include this subject as part of the Home Division's session at the Annual Meeting with the hope that all members of the Council would obtain more insight information on this topic.
- A home safety exhibit featuring home poisonings was prepared for the Provincial Exhibition in Regina; and hundreds of pamphlets were distributed to interested persons.
- The matter of safety features for private swimming pools came up for discussion last fall and a committee was formed to make a thorough study into the legislation and regulations in effect. Through a survey conducted by the Council office, we have found there are no such regulations in effect in any province in Canada and everyone contacted has indicated their interest and is looking to the S.S.C. for further information. The committee will continue its study with the object that when sufficient information has been gathered, it could be used as a basis to assist in drafting suitable regulations.
- A resolution was passed requesting the Department of Public Health to supply a limited poison control index and pertinent literature to all hospitals in the province who do not have Poison Control Centres. A further contact has been made with the Health Minister to clarify our recommendation that limited information should be available at these hospitals in order to cope with the more common poisoning cases.
- The Division has requested the Department of Public Health to conduct follow-up visits in non-fatal poisoning cases of children for the purpose of preventive education. The present procedure of the Department in this connection is being reviewed.
- "Child-proof" medicine cabinets have been discussed with the object of possibly incorporating this safety feature into building regulations of new homes. A number of manufacturers have been contacted concerning their products and several samples studied. This subject remains under investigation.
- Resulting from a recommendation of the Saskatoon Safety Council, the hazards of pressurized containers was considered. Members of the Division conducted a survey of some of the containers on the market which revealed there was a warning regarding the safe handling of the cans included in the directions. The Directors agreed that even though manufacturers are complying with the Food and Drug regulations, the warning could be made larger. A resolution

endorsed by the S.S.C. Executive, was directed to the National Safety League of Canada that manufacturers be approached to have the printed warning on labels more prominent and consider printing on the front of the container the words -- "Caution - Contents Under Pressure."

- A resolution, also endorsed by the Council Executive, requested the Provincial Government to take appropriate action to require owners of discarded iceboxes and refrigerators to remove locks and hinges. The Division has, since then, been in contact with both Rural and Urban Municipalities Associations for their views. Further consideration will be given to the possibility of regulations at future meetings. In the mean time, it is planned to utilize the publicity media as much as possible in an educational program concerning this hazard. We are working closely with the Refrigeration Service Engineers Society in the promotion of the free service of dismantling offered by this Society. This subject will receive particular emphasis during the Child Safety Day campaign.

Special publicity has been conducted in relation to special events such as Hallowe'en, Christmas, etc. The Council office has issued 12 news releases during the year on various aspects of home safety and we are pleased to report that all news media used the material provided. A considerable number of releases are planned to be issued in connection with Child Safety Day.

Although only 4 business meetings were conducting during 1964, on many occasions two or three of the Directors met together concerning some particular topic involving the Home Division. Films have been previewed, promotional ideas discussed and planned, meeting arrangements finalized, posters and pamphlets prepared, displays arranged, and so on.

This being our first year, these accomplishments would not have been possible without the co-operation and help of all the Directors and Executive of the Division. Certainly these people have indicated their dedicated interest and support of not only the Division's objectives but of the purpose of the Saskatchewan Safety Council.

We would particularly like to thank Mr. O.J. McNeill, our Finance Chairman, who represented us so ably at the Treasury Board meetings. Miss Gladys Adams was so efficient as our Secretary that she made the work as Chairman very much easier. I would also like to thank Mrs. Jean Woods who so capably chaired meetings in my absence. Everyone did their best to make our year a success and we thank them all very much.

However, even with such wonderful assistance by the Directors, our achievements would have been impossible without the guidance and direction of Miss Eleanor Zvanchuk. Although a very busy person, she was always ready to assist us in every way possible. We thank her very much and hope that she realizes how much we appreciate the help she has given us during the past year.

Respectfully submitted

(Mrs.) Thelma Jackson, Chairman
Home Safety Division

SASKATCHEWAN SAFETY COUNCIL

ANNUAL REPORT OF THE RECREATION DIVISION

APRIL - 1965

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Following the inauguration of this Recreation Division on Friday, April 24, 1964, the Committee met on May 26, 1964, June 16, 1964, September 21, 1964, and April 9, 1965.

At these meetings, numerous items pertaining to recreation safety were discussed.

The first project to be attempted during the summer of 1964 was the distribution of a considerable number of manuals in connection with a Boating Safety course. The Department of Natural Resources at two of its resorts attempted to offer courses to the residents but found that the response was negligible. It seems that to put on this type of a course, there should be an organized group to form the nucleus of a class. Some steps were taken by the General Manager to secure donations of a boat, motor and trailer with a view to eventually engaging personnel to offer safe boating demonstrations at the resorts around the province.

The Committee is pleased to report that progress has been made toward the formation of a Royal Life Saving Society Branch in this province and this has been greatly facilitated by the offer of our General Manager to handle all the records and awards through his office.

A start was made in collecting safety pamphlets from all sources for the information of the Recreation Committee. Such a file of resource material would prove to be useful and would also indicate where there was a need for information not presently covered.

At the present time, the Council's office is in the process of preparing a Newsletter which will go out to some 600 aircraft owners. The Newsletter will deal specifically on aircraft fuel and should prove to be of great interest to those who operate private aircraft. This material was contributed by Mr. F. C. Nagel, Manager of the Regina Flying Club.

The Continuing Education Branch is preparing material on playground safety and it is hoped that this will be available for distribution prior to the summer season.

A news item was released to all media calling attention to the law which requires that youngsters under the age of fourteen must secure a form 45 permit from the local police department which permits them to carry and use firearms provided they are accompanied by a parent or guardian.

The Committee, after securing opinions from other interested organizations, is recommending to the Council that it inaugurate a Mile Swim Award similar to that presently being offered by both Alberta and British Columbia Safety Councils. This award and the necessary records would be carried by the Council's head office and would be available without any special training to any person who is protected and examined by an adult person holding a recognized life saving certificate. It is proposed that this project would be self-sustaining in that there would be an examination fee.

Some of the other items of business which have been discussed are mouth protectors for football and hockey players, National Boating Safety Week, Underwater Safety Council, Camping safety and boating fatality statistics. In addition to this, the Committee has been asked by the National Safety Council to study some eleven boating safety resolutions with a view to giving them endorsement at a provincial level.

Respectfully submitted



Bevan Lawson, Chairman
Recreation Division

SASKATCHEWAN SAFETY COUNCIL

ANNUAL REPORT OF THE COLLEGE AND SCHOOL DIVISION

APRIL - 1965

In this first year of operation, the scope of activity in the College and School Division has naturally been limited. It has been essentially a year of organization and experiment; laying the basic administrative foundation for increasing the range of our activities in the coming year.

At the present time, we are working on establishing contacts with school groups throughout the province. School superintendents have been contacted and asked to submit details of public and private schools and kindergartens in their area. The response has been very encouraging with approximately 90% answering our circular, and we have developed a comprehensive list for future reference. The list has already been of considerable value in publicizing "Elmer" and "Pedal Pusher" programs and several enquiries have been received as a result of initial contacts.

Materials are being collected and arranged in booklet form, setting out a variety of seasonal safety programs for every period of the year. We hope when this is completed that it will serve as a guide to teachers and provide progressive study material which would not otherwise be available. The assistance of the Department of Education is being solicited in editing and distributing the booklet, in order to avoid needless duplication of material, and to reduce mailing costs.

A Fire Safety Instruction Sheet for use in schools has been reproduced from the National Fire Code of Canada and made available to Superintendents and Principals throughout the province. The brochure covers fire prevention measures in both public and high schools and gives direction on fire drills and general fire safety. Fire Chiefs are also being encouraged to participate in this program and copies of the information have been mailed to them.

Programs inherited from other divisions have continued to develop successfully. 438 young cyclists enrolled and qualified for certificates in the Pedal Pusher Program, and 31 new areas have expressed interest in developing a course this year.

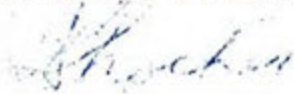
The Elmer the Safety Elephant Program for elementary school grades is also progressing quite satisfactorily. The project is now underway in over 80 Saskatchewan schools, and is gradually increasing in popularity. This program is a co-operative effort of the Saskatchewan Safety Council, the Canadian Highway Safety Council, local service clubs and police forces. Under the competent direction of Cst. Bell the Elmer program has been introduced to elementary schools in the City of Moose Jaw and we wish to commend Cst. Bell for the tremendous amount of organizational work he has done in making this project a success.

School patrols which have been flourishing for some years in Regina and other smaller centres throughout the province have now been introduced in Saskatoon Separate schools. We are very hopeful the general success of this patrol will encourage other areas to follow suit.

The Division is to have representation on the Driver Education and Training Board in future, in order to keep abreast of developments in that field. A close liaison is also being kept with all other groups interested in the development of College and School Safety Programs in order to avoid duplication of effort and overlapping of projects.

In retrospect, the past year may appear devoid of any major accomplishment in the safety field, but, as I pointed out at the beginning, this has been essentially a year of organization and "feeling our way." With this behind us, and the co-operation of other divisions, we hope to forge ahead with a more aggressive safety program in the coming year.

Respectfully submitted



D. Shockey, Chairman
College and School Division

SASKATCHEWAN SAFETY COUNCIL

ANNUAL REPORT OF THE WOMEN'S SAFETY COUNCIL
M O O S E J A W

APRIL - 1965

The Women's Safety Council is an independent group interested in assisting in the education of children and citizens in safety habits at home, at play, and especially on our streets and highways.

In 1964, Mrs. R. Ward, long time president of this group, stepped down from the burden of office, and Mrs. Kay Jefferies was elected to the position.

The projects for the year were a continuation of programs already synonymous with this group. The Annual Safety Exhibit at the Moose Jaw Exhibition was held. Featured was "Safety Afloat" supported with boat, and all pertinent safety equipment required and desirable for boat operation in safe sane pleasurable manner. Again all manner of safety literature was dispensed to the visiting public. The physio-testing equipment was set up for those interested visitors, and capable assistance was provided to the Women's Safety Council by members of the Moose Jaw Jaycees. Throughout the four day Fair, the booth was manned by members from opening to closing.

A project of this nature is difficult to evaluate, other than in literature provided, and numbers of visitors talked with.

The National Film Board in adjacent area co-operated by showing a Safety Film each day at 2:00 p.m. in their theatre.

Constable Bell of the Moose Jaw City Police was finally able to arrange for the introduction of the "Elmer Safety Program" in the city schools. The Women's Safety Council agreed on a continuing basis to underwrite the expenses of this program. There was unfortunately a forced interruption of this program due to the pressing need of other policing duties.

During Safe Driving Week, the Women's Safety Council conducted their annual "No Thanks, I'm Driving" day within the city, with the capable assistance of the communities' cadet groups, Army, Navy and Airforce.

Two new projects were taken on, that of supplying the two tourist information centres with appropriate literature on safety factors as applied to Saskatchewan.

Although these projects are few in number, there was considerable effort put into them in an attempt to reach the general public on safety attitudes.

It might be pointed out that to this date, the Council's year extends from March 31 to March 31. And it is again my privilege to work within this group as president.

There is a need for greater membership, resulting we trust in greater stimulation of thought and action with more helping hands and united voices, for effective program work within the community.

There is a need to review and evaluate the programs that have become synonymous with the Council, and some up-dating of actions and thoughts is indicated in the near future.

Support has been given to the gun club safety work of Constable Pretzer in supplying top winners with trophies.

The Bicycle Court program, under the leadership of Constable Bell, has been provided with a needed bicycle for demonstration and instruction purposes.

The Council is endeavouring to receive co-operation from other organizations in supplying a needed Bell and Howell Autoload projector and screen for teaching and information purposes within the community.

It is hoped that from review and evaluation, the programs of safety education undertaken this coming year by the Moose Jaw Women's Safety Council will indeed be strikingly effective in scope and result.

Over the year, the support of all Council members found its way to the meetings of other organizations within the community and the province and even out of province, with open minds and willing heart.

In offering this resume of the past year's activity, it is with the wish that the voice of positive safety education, will, like that of the turtle, "be heard throughout the land."

Mrs. Kay R. Jefferies
President

RCAF STATION SAFETY COUNCIL
ALSASK, SASKATCHEWAN

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

April - 1965

The Station Safety Council, consisting of 12 persons representing the various sections of the Base, conducted 6 meetings during the year. The Council concerns itself not only with the welfare of service personnel but with the individual families living at the Station.

All phases of safety have been considered during the year with remedial action taken on specific items. Some of the Council's activities are listed for your information:

- Traffic signs erected, speed limits set and enforced
- Basic and refresher firefighting training courses carried out
- Vehicle safety-check conducted of all vehicles. 179 checked. Vehicles not passing the inspection must be repaired or are refused parking in the Station area
- Playground equipment checked weekly
- Encouraged installation of seat belts in private cars and provision made for installation in service vehicles
- Safety bulletin and information distributed to parents acquainting them with child and general family safety
- Emergency number tapes were attached to all telephones
- Accidents occurring at the Station were studied and disciplinary action taken where necessary
- Fire drills were conducted at the School and Station Sections during Fire Prevention Week. Other special activities were carried out during this particular event
- Drivers of service vehicles are required to undergo skid-tests prior to winter weather
- Street lighting improved
- Rescue plans set in case of fire in homes and school
- Special program conducted during festive season re drinking and driving

F/L M.W.E. Inglis
Secretary

SASKATOON AND DISTRICT SAFETY COUNCIL

ANNUAL REPORT

APRIL - 1965

The first Annual Meeting of the Saskatoon and District Safety Council was held on April 16, 1964 in J. D's Restaurant. Mr. Len Bowman, General Manager of the Saskatchewan Safety Council was our most inspiring guest speaker. At that meeting you elected myself, Jack Cooper, President; Mrs. C. O. Jackson, 1st Vice-President; Mr. Jock Murray, 2nd Vice-President; Mr. George Adolph, Secretary; Mr. Bill Irvine, Treasurer; and Alderman Bert Sears, as Past President. Since that time, the Saskatoon and District Safety Council has completed its first full year of activity.

The reason for our existence, as stated in our constitution is "to help the people of the community to protect themselves from death, injury and the destruction of property resulting from accidents, and to conduct a continuous and vigorous program of public education designed to focus attention on the cause of accidents, and to inform the public on how to prevent them." This we have attempted to do in various ways.

I would like to point out that this Safety Council is a voluntary group of citizens who are sincerely interested in public safety, and while there are a few among us who are also interested in public safety professionally, this is essentially a lay group. I would also like to stress that the Safety Council is in no way designed to interfere with the operations of the professional safety organizations as set up by our governing bodies, local, provincial, or federal, such as our Police Forces, Fire Departments, Traffic Authorities, Food and Drug Administration, etc. However, what we hope are constructive suggestions from our Council will be forwarded to these organizations, and to our governing bodies from time to time, for their consideration. We are also willing and eager at any time to co-operate with and assist any other groups in the community in the interest of public safety.

Education of the public in their own safety is a slow process and for that reason we cannot point to any spectacular results. We cannot say that because of our efforts in promoting public safety, five fewer of our children were burnt to death or that there were ten less automobile crashes. We can only hope that more and more people will listen and keep dangerous household chemicals away from children, that more people will fasten their seat belts, adhere to the traffic regulations, will remember that a clean and tidy home seldom burns and that the chesterfield makes a poor ash tray. h

In an attempt to make the public more safety conscious the members of our Saskatoon and District Safety Council have been active in various ways and I would like to mention several of them at this time. Speakers from our Council addressed the Parents-without-Partners Club, the Senior Citizens Organization, the Saskatoon Home and School Council, the Saskatoon Jaycettes Baby Sitters Course, and the Blackley Homemakers Club. These last two I will come back to.

We have five Safety Committees active in our organization. Traffic Safety, Home Safety, College and School Safety, Recreational Safety, and Farm Safety. A sixth committee on Occupational Safety was dissolved by the Council during the year, as we felt that this field was adequately covered from other sources at this time. However, this does not bar this committee from being revived in the future should the Council consider it necessary.

The Traffic Safety Committee, led by Mr. Chut Cutschoff, has seen with satisfaction the construction of a pedestrian subway through the C.P.R. railroad embankment at 10th Avenue, by the City Council. This was advocated by us more than two years ago. The City Police Force have placed officers at 11th Street and Broadway to safeguard children crossing to Victoria School. This, in spite of our Police Force being woefully undermanned, we would like to express our appreciation for this. General traffic problems have been studied and suggestions submitted to the City Council Traffic Committee from time to time for their consideration. This summer we will be co-operating with the local branch of the Canadian Paraplegic Association in the staging of a Car Rodeo. This event will be open only to cars operated by hand controls and driven by handicapped people.

The Home Safety Committee, with Mrs. Helen Jones as Chairman, took on a new lease of life when she took over. Mrs. Jones is also President of the Blackley Homemakers Club, a most remarkable group, consisting mostly of farm women in the district surrounding Saskatoon. In 1964, and again this year, this group has taken second prize for the whole of Canada in the Carol Lane Awards sponsored by Shell Canada Ltd. The Carol Lane Awards are made to the women's organization who conduct the best safety program. This year Blackley sponsored a Farm Fire Safety Program throughout their district.

Another activity of this committee has been a Baby Sitters Course promoted under the auspices of the Saskatoon Jaycettes. This course is designed to instruct would-be Baby Sitters in their duties, and includes how to cope with emergency situations encountered during the course of their employment. Forty-five girls and boys attended and many had to be turned away through lack of accommodation.

One other interest of the Home Safety Committee is in making aerosol containers more safe and suggestions to this end has already gone to the National Safety Council, through the Saskatchewan Safety Council, and is receiving consideration.

The College and School Safety Committee, headed by Mr. Dale Shockey, who is also Chairman of the College and School Division of the Saskatchewan Safety Council, is active in promoting safety of children in and around the schools. We continue to support the institution and extension of the use of School Safety Patrols. Tricycle and bicycle safety is under discussion, and a Point-Your-Way Program among school children is being considered. This consists of children pointing with the up-raised arm at busy intersections thus indicating to motorists that they wish to cross the street.

The Recreation Safety Committee, chaired by Mr. Bill King, has been active all year. Bill and his committee worked hard to convince the City Parks and Playgrounds Department that telephones should be installed at City Playgrounds for emergency use. At the present time if a child is injured or falls sick at one of our playgrounds, the supervisor has to depend on the generosity of neighbours to summon aid. Our idea was rejected by the powers that be. The reason? It costs too much. I'll leave it to you, but will warn the City Fathers that we will be back with this idea as it seems to us like good common sense and a basic requirement. This committee interested itself in other items of recreational safety and also conducted inquiries into such subjects as an easily dialled short emergency telephone number for Fire Alarms, Police Calls, etc. They also compiled information on the operation of and the requirements for Ambulance service in and around Saskatoon. These surveys are still under consideration.

The Farm Safety Committee, which has been led by Mr. Don Sinclair, is one of the most difficult to operate because of the area in which it must act. However, work has begun on a comprehensive Farm Safety program through the columns of the Western Producer, which goes into practically every farm.

In April of 1964 delegates from the Saskatoon and District Safety Council attended the Founding Convention of the Saskatchewan Safety Council held in the Hotel Saskatchewan, Regina, and spent a most inspirational and instructive three and a half days. I would like to extend thanks to Mr. Len Bowman and his most efficient staff for a flawless job. Courtesy, information and entertainment was on hand day and night and the agenda moved like clockwork.

At the 1964 Saskatoon Exhibition our Safety Council operated an information booth under the grandstand from which over ten thousand pieces of safety literature was distributed to the public. This literature was obtained gratis mostly from the Saskatchewan Government Department of Public Health, the Saskatchewan Power Corporation and the Saskatchewan Safety Council. City of Saskatoon maps were supplied by the Saskatoon Real Estate Board. Thanks are due to many people for the successful operation of this booth. Mr. Vern Ash and several of the City Fire Fighters, for sorting this immense number of safety pamphlets, the Saskatoon Co-op Centre who donated a sign, and the Saskatchewan Wheat Pool who freely provided the space in their own exhibit area, and last but not least all members of the Safety Council who stood in the heat and dust of the Exhibition and passed out this literature to the public.

At this time we would like to thank all members of the community, individuals, business establishments, and service organizations, who are displaying a genuine concern for public safety. Particularly the news media, radio, television and the press who tirelessly keep our people informed of a safer way to live.

The task is not diminishing, but grows as our population, and the technology of our society grows. Safety Education, Safety Engineering, and Safety Enforcement, the three "E's" of Safety must be expanded and the Saskatoon and District Safety Council hope to assist in that expansion during the years ahead.

Jack Cooper
President