

height of eighty feet, it was decided to stretch a life net between the walls of the chamber to serve the double purpose of saving the life of any workmen who might fall from the top and also provide protection for the men below from falling timbers. While the net was installed solely with the idea of affording protection, it actually resulted in reducing the cost of the work, it is stated, due to the added sense of security afforded the workmen, which enabled them to speed up all operations in connection with the concrete lining, with the result that the time required for completing a five-foot lift was reduced from fifty-six hours to forty-eight hours—an actual saving in labor cost of nearly 20 per cent.”

It is not enough, however, to state these principles in theory and to back them up with specific, but casual, examples. As important a matter as this should be studied through a first-hand and thorough-going investigation of the facts. The time has come for a comprehensive study of the safety movement from this point of view. Is it a fact, in general, that the safe factory is the productive factory and the productive factory the safe factory?

The problem has been greatly complicated by the very conditions which led to its study. We are attempting to show that safety and production go together, and yet the critical situation which led to the study consisted, essentially, in the fact that an intensive development of industry, which brought with it increased production, had been accompanied by increased accidents.

What we propose to prove and the actual facts seem to be diametrically opposed to each other. The difficulty is doubtless to be resolved by the fact that we have here two distinct phenomena. What we have visualized is a greater safety and a greater production going hand in hand with a better organization of industry, a result to be had, however, only through painstaking and long-continued effort. What has taken place in the last few years is something quite different—namely, a rapid, intensive, and almost feverish development of industry in which the adjustments to new conditions have by no means been fully worked out. The greater cost of industrial accidents today is undoubtedly a reflection of these new and unadjusted conditions. The greater safety that we visualize is evidently to be looked for in general only when the accommodations have been made.

Any study of safety and production made on the evidence of the last few years must necessarily include both of these phenomena and will be greatly complicated by the difficulty of disassociating one from the other. Undoubtedly the figures that are to be had will reflect partly the results of genuine and substantial advances made in organizing industry on a thoroughly sound basis at the same time that they will