

U. S. DEPARTMENT OF LABOR

BUREAU OF LABOR STANDARDS

WASHINGTON

June 29, 1961

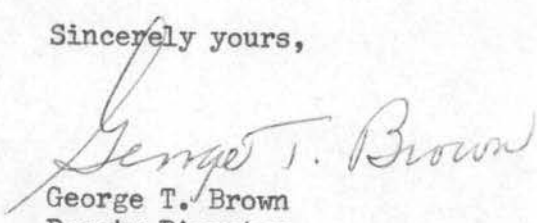
Honorable Hubert H. Humphrey  
United States Senate  
Washington 25, D. C.

Dear Senator Humphrey:

At the request of Miss Jane Dahl of your office,  
I take pleasure in sending you a typewritten verbatim  
copy of the speech you made at the President's Safety  
Awards' Ceremony on June 21 in the Departmental Auditorium.  
In addition, I enclose several copies of the program.

Let me thank you again for your genuine contribution  
to the ceremony.

Sincerely yours,

  
George T. Brown  
Deputy Director

Enclosures

PRESENTATION CEREMONY  
PRESIDENT'S SAFETY AWARDS

June 21, 1961

Remarks of Senator Hubert H. Humphrey

Thank you very much, Secretary Goldberg.

My distinguished fellow servants, public servants - I have particular reference to our most honored guests who are the recipients of these awards, Dr. Seaborg, Mr. Gleason, and Mr. Webb, and a special note of thanks to Jim Reynolds, the Assistant Secretary of Labor, for his splendid work in arranging this program and his dedication to the safety program of our Government and of our nation.

First, Mr. Secretary, may I assure you that I am fully aware that some of the most serious accidents happen when people remain too long in one place (laughter). I believe in a fluid society and mobility, and therefore you shall be permitted to resume your normal activities within a very few moments. This will be my contribution to your mental health and your physical well-being. (Laughter)

Secondly, you have permitted me to join you here today at a time that I was holding hearings on the creation of a new department of Government, and it was my opportunity and privilege and responsibility to start the hearings this morning in the Senate on the Department of Urban Affairs and Housing. I left that hearing in good hands, coming over here to visit with you this morning as a representative not only of the Senate, but this time I am highly honored to represent our President.

I want to say -- in jest and in seriousness -- that all of these many duties the President is permitting me to fulfill, I wanted to fulfill full time.

(Laughter and applause)

But being a young boy born on the plains, I am happy to take what is available.

(Laughter)

I do this with a genuine feeling of good fellowship and enthusiasm.

The first suggestion I would like to make to the Government about safety--this isn't anything I have written, I just decided to say this now, that is generally the part I enjoy the most -- my first suggestion doesn't relate to any of the agencies that are represented here on the platform for honors, but to the Department of Interior. I have a very dear friend who is the Secretary of Interior, Secretary Udall. I wrote him a letter the other day. I told him that I took some of my constituents for a tour of some of the national monuments the other night, which I did. I have been around this city for some time and haven't had a chance to really see it, so I decided I would go and see the Jefferson Memorial and the Lincoln Memorial and a few of these other monuments. When I got over to the Jefferson Memorial, unless I am getting a little blind, they can stand some light on the steps over there. So I wrote him a letter. I got back to my office, after escorting my constituents around, about 11 o'clock. I was there last night until after 2 o'clock, getting caught up, and I like to do my office work late at night. When I got back, I said:

Dear Mr. Secretary: I should like to make a proposal of monumental proportions (laughter) and great national interest. Being a Jeffersonian Democrat, I would like to live long enough to look at the beautiful edifice that is there to honor him, and would it be possible that we might get in touch with the Potomac Electric Company and see if we couldn't get some lights on the steps? (Laughter)

I pledged complete sobriety (laughter), and I had witnesses, as to my interest in the memorial, and I am hopeful, now after this public pronouncement of this private communication, that beautiful memorial will be fully illuminated, not only so that people can see the steps, but also so that the beauty of the entire memorial may be visible to all visitors.

Well now, having done what I really wanted to do, I will get on now with giving you my little speech, but I feel that these occasions ought to be utilized for something important, such as I have discussed. (Laughter)

Well, ten years ago a 34-year old young congressman from Massachusetts left a House Subcommittee hearing. It was a hearing on the longshoremen and harbor workers' safety bill. He left that hearing to visit the docks of Cleveland and Chicago and Boston and New York. He could have gone to Duluth, Minnesota, but he didn't. But he visited some of the great ports of our country. He wanted to see for himself the hazards of unloading and loading cargo.

He became an ardent advocate and sponsor of legislation, which was enacted in 1958 after he had moved over to the Senate side of the



Capital. When he came there he quoted from firsthand knowledge when he called stevedoring, and I quote him now, "one of our most hazardous industries," end of quote.

Now, that man's concern for the welfare of the workers has been constant. It is a record that all of us could hope to emulate. Just one year ago, as Chairman of the Senate Subcommittee, he argued for a safety bill extending Federal regulations to small mines, where the fatality rate was twice that of the larger mines that were under Federal regulations and Federal standards. Now, he had visited the coal mines the day before and he could state from first-hand knowledge, and I quote him now, "that there is no more hazardous or demanding labor than the work of those who toil in our mines." End of quote.

I want to report to you that the bill was passed. I also want to report to you that not only did his visit to those mines pass that bill, but it had a decided effect in certain other areas of human endeavor. This was in West Virginia. (Laughter)

In the decade between those two statements, this member of Congress had, among his other accident prevention efforts, sponsored legislation to improve the safety functions of the Federal Government. Early this year this man moved again. This time to the White House, where he continues to demonstrate his concern for the safety and the welfare of the workers of America, all people of this nation.

President Kennedy says that he would rather see the United States come in second in space than to allow an astronaut to "take a disproportionate risk."

He has asked that the President's Conference on Occupational Safety be continued, and then, in typical New Frontier fashion, reenergize it, to help control hazards emerging, during the 60's, from the new tasks which will develop from scientific progress.

Now, today he had planned to be right here with you to demonstrate his personal concern for the safety and the health of some 2.5 million Federal workers, workers who serve their countrymen and their country, often with small appreciation, as Federal employees. And permit me, on his behalf and on behalf of the entire Government, to salute our Federal workers, as fine a group of people as ever served a country, a cause, a nation, or a purpose. I am mighty proud of them, and you represent them here this morning.

Now, only convalescence from his own occupational injury prevented his attendance. (Laughter) We really have this program well worked out now (laughter), how to dramatize the importance of safety. His is a job injury peculiar to visiting heads of state, who must repeatedly engage in what is theoretically called a ceremonial planting of trees on other nations' soil.

Now, his planned attendance was to be President Kennedy's way of demonstrating to you his sustained personal concern, which safety engineers continually seek, the concern of top management to safeguard the lives and the health of the employees in the Federal Service. And make no mistake about it: safety depends on supervision. It depends on policy that is effectuated by competent management. Don't blame your workers, who are working in your unit, or in your bureau or in your agency, for any infractions of safety, because safety

is within the control of supervisors and within the control of top management.

Now, our President's record speaks for itself. He has no fair weather interest, no polite lip service to the cause of safety. His is the rugged, down-to-earth, hard-headed concern that has been demonstrated in Congress, in private life, in public life. His is the concern of a man who has known danger and has suffered injury because of it, as his record in private and public life so demonstrates.

President Kennedy is happy to recognize the good safety record of the 1960 winners of these Federal safety awards. He believes in an active, effective safety program for all of the Federal services, and so do I, and as one of his legislative lieutenants I am going to do all that I can to see that that safety record is improved. He believes that all agencies should emulate the winners. In other words, he believes that the Federal safety record should be better than it is. We are unwilling to stop with these laurels of today.

Support of the safety movement in this country is, as Secretary Goldberg has indicated, a very practical reflection of America's basic concern for human work and human dignity.

Yesterday, Mr. Secretary, I heard doctors before Senator Hill's Subcommittee on Health Legislation and Health Appropriations

as to what we could do in rehabilitation of the disabled. I must say that when I think of the unbelievable waste of human manpower, of talent, of brains, of spirit, of body and soul that this country permits because of the failure to do all that it can in the field of rehabilitation of the handicapped and the disabled, I am shocked. The challenge is unbelievable and the opportunities are limitless. And the same thing can be said about safety, as the Secretary of Labor has indicated here today.

If we wanted to justify safety strictly on the basis of economics, it is one of the best investments that we can make. But, more importantly, we justify it on the basis of human worth and human dignity.

Now, this philosophy contrasts itself with that of other governmental systems, where the individual exists for the good of the system and the good of the State. We believe, with Edmund Burke, that government is a contrivance of human wisdom to provide for human wants.

Today we are determined, therefore, to provide safeguards for those who serve their fellow citizens as Federal employees. This activity is one of the most important tasks that we have, and I know of no other which demonstrates more clearly our American concern for human values.



May I digress to give a personal reflection again? It seems to me that the Bureau of the Budget can do a great deal in examining every Federal agency as to its safety program. I just saw Mr. David Bell, who was testifying before my subcommittee, a remarkable, capable, talented man, and I call upon the Bureau as the strong right arm of the Executive Branch of this Government, the coordinating force of this Government, to examine into every single agency, even those, may I say most respectfully, that have won the honors today and that have been the recipient of honors in other years. I call upon the Bureau of the Budget to examine into the safety program of Federal agencies, every one of them, every bureau, every Federal installation. It will be the best economy move that this Government can make, and it will further demonstrate more significantly our everlasting concern about the welfare of our fellow citizens. And when that examination has been made and completed, I think it would be well to have a report, both to the Office of the President and to the appropriate committees in the Congress, so that we can further the efforts which we are honoring here today.

And so I come here today for the express purpose of publicly recognizing with you the need of this expanded safety program, and also publicly recognizing the splendid safety records achieved by these three Federal agencies during the year just passed, the Veterans Administration, the National Aeronautics and Space Administration and, of course, the Atomic Energy Commission, and those who are the runners-up, so to speak, the honorable mentions, the Department of the Navy

the Department of Commerce, and the Civil Service Commission. And I come here to honor, with you, those who have made these achievements possible.

President Kennedy has pledged his Administration, this Administration, to efficiency in government. He has moved to release the interests and the energies of all of us whose responsibility it is to carry out the policies and the programs of this Government. He has told us, in other words, to bestir ourselves, energize, in other words, to move into action, and he presents both the challenge and the opportunity to improve the quality of our performance, to display leadership and initiative, and to show courage and imagination, and, equally important, particularly in safety work, to curtail waste. We can't afford any kind of waste today. Mr. Secretary, as you know so well, we can't afford the waste of unemployment, of unused facilities in this nation. We can't afford the waste of our young people who find it difficult to find gainful work. We can't afford the waste of minds that go without adequate education, and we cannot afford the waste of sickness or disability, or indeed, of injury.

When I hear many people bemoan what they consider to be the waste of labor-management disputes, and then I set alongside of that the waste of injury, preventable accidents, preventable injury, I sometimes wonder where our values are really to be found, because it is fair to say that with modern machines and with careful supervision, and, indeed, in these Government establishments, with closely coordinated programs, with proper emphasis, with departmental officers saying to those who are responsible for the welfare and the safety of their employees that "this is your first responsibility," that we can cut waste in the Governemnt by hundreds of millions of dollars.

Now, our responsibility is to conserve our natural resources, and that includes our people above all, especially the lives and the productive skills of our citizens. Yet, despite these fine records that we commemorate here this morning, 371 fatalities and nearly 43,000 disabling job injuries were reported to the Bureau of Employees' Compensation for 1960. That is a lot of waste.

While final adjudication may change these totals somewhat, they offer a preliminary measure of the task that we face and how much further we must go to meet our responsibilities.

Fifteen years ago President Truman told the Federal Safety Council that the Federal Government should lead, not lag, in the important field of employee safety. Since then, as the nation's largest employer, the Federal Government has not lagged, fortunately, but neither has it really aggressively led. Over the past dozen years the accident record of the Federal Government as a whole has leveled off. It hasn't gotten much worse, but neither has it improved materially.

Now, our Government programs are infinitely varied. There are few if any tasks performed in our private economy that do not have a counterpart in our Federal employment.

Our winners today illustrate this fact. As Federal departments and agencies, as they go in the history of our Government, today's winners are young, they are young agencies. The National Aeronautics and Space Administration is very young. The Atomic Energy Commission--a post-war agency. The Veterans Administration--since World War I. Their work clearly reflects our rapidly changing technology and a shifting emphasis in governmental responsibilities and obligations.

Now, if these winners, with their high and inherent hazards, can so markedly improve their safety performance, there seems no valid reason why all other agencies and branches of the Federal Service cannot make similar improvements. And as we recognize and congratulate the 1960 winners this June day, the record we shall make in 1961 is already very well advanced. And, might I add, that record is well advanced in every area of our life: on the highways, in shops and factories, in homes and stores, on farms, and right here in our Government.

#3 I can't help but reflect that one of the able secretaries of this Government today, Secretary Ribicoff, as Governor of Connecticut, made an enviable record in traffic safety by enforcement, by standards, by leadership. ~~And, believe me, it can be done. And I suggest that~~ just as we have been able to do it in State ~~and~~ local, and Federal Government, ~~that we~~ <sup>propose & enact</sup> ~~translate this into~~ an even better program ~~for~~ ourselves in ~~this~~ governmental service as an example of ~~what can be~~ <sup>done</sup> ~~done~~ in private industry.

Every agency in the Federal Service still has six months to go, six months to do an even better job than your 1960 record revealed.

Our challenge and our goal for the 1960's in this area of endeavor is mighty clear: prevent accidents. And, more significantly, better performance. And better performance rests entirely upon the quality of leadership that is extended by those who are in top management positions in this Government.



No force is better than those who lead it, and you can't expect those who are in the ranks to do battle unless those who are leading the force are willing to set the example.

And I am happy to say that we have, in the President of the United States, a forceful, energetic, vital, vigorous personality who has demonstrated throughout his life a continuing concern for the welfare of his fellow citizens and of human beings. And on his behalf, and on the behalf of this Government, I extend first our congratulations and best wishes to those who have done such a good job thus far, to the winners, and I call upon you to raise your standards, to elevate your sights, and to do an even better job in 1961.

Thank you.

*Jefferson memorial  
steps illumination*

## SAFETY IN THE SIXTIES

Address by  
SENATOR HUBERT H. HUMPHREY

PRESIDENT'S SAFETY AWARDS CEREMONY

June 21, 1961

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Ten years ago a 34-year-  
old Congressman from Massachusetts  
left ~~some~~ <sup>a</sup> House subcommittee  
hearings on a longshore and  
harbor workers' safety bill to  
visit the docks of Cleveland,  
Chicago, Boston and New York.  
He wanted to see for himself

the hazards of loading and unloading cargo. He became an ardent advocate and sponsor of legislation which was enacted in 1958 after he moved to the Senate side of the Capitol. He quoted from firsthand knowledge when he called stevedoring "one of our most hazardous industries."

That man's "concern for the welfare of the workers" has been constant. Just one year ago, as chairman of a Senate subcommittee, he argued

for a safety bill extending  
Federal regulation to small  
mines, where the fatality  
rate is twice that of large  
mines already regulated by  
Federal standards. He had  
visited a coal mine the day  
before and could state from  
firsthand knowledge that  
"there is no more hazardous  
or demanding labor than the  
work of those who toil in our  
mines."

W. Virg!

(Learned of coal mines + met the miners)

In the decade between  
those two statements, this



Member of Congress had, among his other accident prevention efforts, sought <sup>Sponsored</sup> legislation to improve the safety functions of the Federal Government.

Early this year, this man moved again -- this time to the White House -- where he continues to demonstrate his determined concern for the safety of the workers of America. President Kennedy says he would rather see the United States come in second in space than allow an

Astronaut to "take a disproportionate risk." He has asked that the President's Conference on Occupational Safety be "continued and re-energized" to help control hazards "emerging (during the sixties) from the new tasks which will develop from scientific progress."

Today he had planned to be with you to demonstrate anew his personal concern for the safety and health of some two and a half million Americans who serve their countrymen --

often with small appreciation --  
as Federal employees. Only  
convalescence from his own  
occupational injury prevented  
his attendance. -- His is a  
job injury peculiar to visiting  
heads of State who must re-  
peatedly engage in what is  
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planting of trees on other na-  
tion's soil.

His planned attendance  
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which safety engineers continually seek -- the concern of top management to safeguard the lives and health of employees in the Federal service.

His record, however, speaks for itself. His is no <sup>“</sup>fair weather<sup>”</sup> interest, no polite <sup>“</sup>lip service<sup>”</sup> to the cause of safety. His is the rugged, down-to-earth, hard-headed concern of a man who has known danger and who takes responsibility for protecting others from its perils.

President Kennedy is happy



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Agencies should emulate the  
winners. In other words he  
believes that the Federal  
safety record should be better  
than it is.

Support of the safety  
movement in this country is  
a practical reflection of  
America's basic concern for

human worth and dignity.

Hi-way Safety  
Gov. Kibicoff!  
Industry!

3 # This philosophy ~~contrasts~~ <sup>is unlike</sup>  
~~with~~ that <sup>of</sup> in other governmental  
systems where the individual  
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State. We believe with Edmund  
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Today, we are determined  
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This activity is one of the  
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3 #  
I wish to  
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*insert 1*  
And so I come here today  
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the splendid safety records  
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agencies during the year just  
passed; and to honor with you  
those who have made these  
achievements possible.

President Kennedy has  
pledged this Administration to

VA  
NASA  
AAC

Navy

Honorable  
mission

Commerce

Civil Service

efficiency in Government.

He has moved to release the  
interests and energies of  
all of us whose responsibility  
is to carry out the policies  
and programs of this Government.

He presents both the challenge  
and opportunity to improve  
the quality of our performance,  
to display leadership and  
initiative, to show courage  
and imagination, and equally  
important, particularly in  
safety work, to curtail waste.

Our responsibility is to

*unleash  
ourselves*

*financial  
Luman*



conserve our national  
resources, especially the  
lives and productive skills  
of our citizens.

Yet, despite the fine  
records we commemorate this  
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*John Gleason  
Vets Administ  
Nat. Aeronautics  
& Space Administ  
James Webb  
AEC - Dr Seaborg*

and obligations. If these winners with their high inherent hazards can so markedly improve their safety performance, there <sup>is</sup> ~~seems~~ no valid reason why all other branches of the Federal service cannot make similar improvements.

As we recognize and congratulate the 1960 winners this June morning, the record we shall make in 1961 is already well advanced. Every agency in the Federal service, however, still has 6 months to <sup>SURPASS</sup> ~~best~~ not



only its own 1960 record but  
that of our winners today.

Our challenge and goal for

the sixties is clear: Prevent

accidents. *and Better performance.*



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