

much easier in recent years through the greater variety of paints available, the use of vacuum cleaners and of more suitable floorings. The reflective powers of light paints and colour washes in the treatment of walls, ceilings and machines had also contributed to better illumination and thus to a higher standard of cleanliness.

Lighting.

Improvements in lighting were among the most important benefits brought by the 50 years. The installation of incandescent gas mantles and arc lamps was in its time looked upon as a great improvement on bats-wing jet burners, tallow candles and paraffin lamps but most factories were by 1951 lit by electricity. The last 12 years had seen rapid progress in all forms of electric lighting with the fluorescent tube triumphant over all other experimental forms.

Sanitary Conveniences.

Even in some thickly populated areas there was in 1901 a total absence of sewage and water carriage systems. In recent years, however, there had been an enormous improvement in the type of sanitary convenience and fittings.

Air Space, Temperature and Ventilation.

The amount of *air space* for each person had risen from 250 cub. ft. required by the 1901 Act to the legal minimum of 400 cub. ft. stipulated by the 1937 Act. Great advance had been made in *ventilation*, more particularly in the application of local exhaust to remove dangerous dust or fumes. Every year had brought fresh reports of the improved methods of mitigating or eliminating high *temperatures* in such trades as laundries, glassworks, steel works, and of improved methods of securing adequately warm temperatures in others.

Safety.

Although by 1901 the gas engine had made considerable inroads into the domination of steam power, the steam engine was still the main driving force in industry; even then, however, electric power was rapidly developing. The 50 years had seen the gradual decline of all other forms of motive power. The individual drive had taken the place of the main engine in many factories and together with the sectionalisation of transmission machinery had greatly reduced the number of dangers from work at revolving transmission machinery. The spacing, or re-spacing, of machinery had been given great attention particularly in the last few years.

Great progress had been made in minimising risks from *dangerous machinery*, generally by securing the co-operation of manufacturers in incorporating fencing and guards into new machines.

Accidents and Accident Prevention.

The legal provisions forming the basis for notifying non-fatal accidents had varied during the period so that no valid conclusion could be drawn from comparing the figures of 1901, when there were 1,035 fatal accidents and 82,725 non-fatal accidents, and 1951 when there were 828 fatal and 182,616 non-fatal accidents.

Inspectors had aimed more and more at a positive attitude to accident prevention. While carrying out their duties under the law they had impressed on employers the importance of training and organisation for safety. The Royal Society for the Prevention of Accidents had powerfully aided developments in training Safety Officers and others, and stimulating organisation; Group Accident Prevention Committees flourished in most industrial centres by 1951.

Fire.

During the 50 years it had been necessary to make regulations for trades with special fire risks. It was noteworthy that deaths and serious injuries from works fires had been rare through the period.

(To be concluded)

What About Holidays?

WE THINK OUR READERS will be interested in the following travel itinerary, which would appear to give such reasonable terms for visiting lovely places on the Continent.

The tours are all planned to give an enjoyable holiday at the lowest possible cost, and therefore in no instance are smart and expensive hotels used. The accommodation will be found always to be in comfortable, but somewhat simpler hotels, all of which are known. Travel is third class everywhere, although a supplement can be paid by those wishing to travel second class. Sharing of rooms is essential, and in France it may also be necessary for two people to share a double bed. Subject to accommodation being available, single beds, and sometimes single rooms, may be had on payment of a small supplement (which will be quoted on request).

Each party will be accompanied by an experienced traveller, who will do all he or she can to help the members of the party on the journeys and to make their holiday enjoyable. Since these are NOT "Conducted Tours" the party will at no time be "shepherded" around by the courier; he or she will, however, be available during the stay abroad to give advice, to provide daily itineraries, to arrange theatre parties, etc., and to help with any little problems that may arise.

For further information apply to D. S. Hilgrove, 5, Doughty Street, London, W.C.1.

Paris.

The most exciting name in Continental Travel—City of architectural beauty, with its wide boulevards, its modern and world-famous shops, its historic buildings and its fascinating gay night life.

The truest aspect of Parisian life is to be found in its small cafés and hotels, so it is this type of accommodation which we offer at the most reasonable rates possible.

8 days

£11 19s. 6d.

or

£14 14s. 6d.

Tour, from Victoria Station, via Newhaven, Dieppe.

This price includes: Third-class travel, seats reserved on trains, transport between hotel and station and vice versa in Paris, and accommodation in a small, comfortable hotel, together with the usual Continental breakfast. Dinner, bed and breakfast.

All tips and taxes are included, so that the above prices are fully inclusive.

Departures:

Sunday, July 26, and then all Sundays in August commencing with August 9th.

Courier:

Accompanies all parties.

Brussels.

The Gay Capital of Belgium.

After Paris, Brussels comes a close second for good living, fine shops and gaiety, combined with graceful, historic buildings. But this city, smaller than Paris, has a charm of its own.

8 days

£12 10s.

Tour, from Victoria Station via Dover/Ostend. Price includes: Third-class travel, reserved seats on trains, transport between hotel and station, and vice versa, accommodation at a comfortable hotel, with dinner, bed and breakfast, together with all tips and taxes.

Departures:

Sundays, August 9th and 16th.

Courier:

Accompanies both parties.

Switzerland—Rorschach.

On Lake Constance.

A new name in Continental touring. This delightful town is situated on the shore of

[previous page](#)

[next page](#)