

Mr. CLEVELAND. I have some questions, too.

Mr. McCARTHY. Are these germane?

Mr. CRAMER. The Chair can rule on them, but I think they are.

Mr. McCARTHY. The gentleman from Florida.

Mr. CRAMER. I do not want to usurp the prerogatives of the gentleman who is sitting in the first position, and I will yield to him. I think he has a question.

Mr. McCARTHY. Mr. Cleveland.

Mr. CLEVELAND. My first question is addressed to Mr. Turner. When the public becomes very interested in something like safety, as they are now, there is a tendency for everybody to look around to see who is at fault; and as the chairman already pointed out, some people think it may be the car, some people think it may be the road, and some people think it may be the driver.

I was interested in your concluding remarks where you say, "I honestly think that the problem over the years has been due more to funding deficiencies than to defective vision." I interpret this as being a somewhat euphemistic way of including the politicians in the list of villains, and I interpret your remarks correctly, do I not?

Mr. TURNER. Only in the sense that you have attached that twist to it.

Mr. CLEVELAND. Thank you. Now I would like to call to the attention of the panel some statistics that were given to us on Tuesday, prepared, I believe, by our own staff, and I will pass these over to you. These show that when you relate motor vehicle deaths to total vehicle miles traveled that very obviously in the 1942, 1943, and 1944 period there was a sharp decline, not only in travel and in deaths—and this of course was during the war period when people were driving most carefully to preserve gasoline and tires, et cetera. However, in the 1938 and 1939 and 1940 period there was a very noticeable and sharp decline in the number of deaths per traveled mile.

I commented on this Tuesday, and there seemed to be no immediate explanation, and I would like to ask Dr. Haddon if he is aware of that very sharp decline in the 1938, 1939, 1940 period; and if he has any immediate explanations for it.

And if not, I would then like to ask him if he would study these figures and give his observations to the committee in writing at a later date.

It seems to me that there might be some interesting conclusions to be drawn from this very noticeable drop in the number of deaths per traveled mile in that 1938, 1939, and 1940 period.

Are you aware of that particular period, Dr. Haddon?

Dr. HADDON. Yes, I am. And here also a great many things were going on. These involve the drivers, the vehicles, and the road, to mention the usual three.

However, this was also a period of temporary depression, I believe, and many people feel that this substantially influenced the results.

I think the simple answer is that nobody really knows, and we are too many years after the fact for anybody to go back and dig out definitive answers.

Mr. CLEVELAND. In other words, you do not think it would even be rewarding to make that particular study of 3 years?