

# **DANGER SIGNALS FOR TEACHERS**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649559251

Danger Signals for Teachers by A. E. Winship

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Edited by Trieste Publishing Pty Ltd.  
Cover @ 2017

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**A. E. WINSHIP**

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BY

**A. E. WINSHIP, LL.D.**

Editor, "Journal of Education"



CHICAGO  
FORBES & COMPANY

1919

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W. S. cat

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## PREFACE

WAR Modified Education, followed suddenly by Armistice and Peace Modified Education, makes entirely new demands upon all school people.

All educators, from the "superintendent *up* to the kindergartner," as Dr. William M. Davidson puts it, have entirely new problems.

There is a new appreciation of education and a higher valuation placed on the educator. The State of Arizona Legislature says that no teachers shall be paid less than \$1200 a year; New York City pays its superintendent \$15,000; Chicago makes the salary of the superintendent \$18,000; and here and there along the line there are salary increases that would have been unthinkable in 1916.

The expectations regarding teaching efficiency are more significant than changes in salaries.



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Teachers need an entirely new line of advice and counsel. Teachers need inspiration rather than irritation. Teachers need leadership rather than authoritative direction,—more “come” and less “go”; more cheer and less fear.

There should be more drives for teachers and less driving of teachers.

A crown is more appropriate than a frown. Democracy must supplement aristocracy.

We write for teachers with the hope that we may help them to meet the new expectations so promptly that public appreciation will forestall public depreciation.

Our hope is that we may warn of danger so hopefully that every reader will say, “Why, that is what I have been thinking myself.”

The highest art in advising is so stating truth that the advised will see it so clearly that they will say, “I have been thinking that but I have not known how to say it that way.”

A railway signal's real mission is to give absolute confidence when the track is clear and

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that the going is safe until there is a danger signal.

Before the days of railway signals an engineer was under strain all the time. He was never safe; never knew that the track was clear a rod beyond where he could see it. Now there is no strain, except the most incidental fear of a cow getting on the track, or a heedless driver. If there is no danger signal he puts on steam and flies over the rails joyously but he never takes his eyes off the signal. He is safe because he is sure to see a danger signal if it is given. A danger signal is always given in time to prevent catastrophe.

Thirty years ago there was not a railway signal system in the world. To-day every railroad is equipped with the latest signal devices. Millions are invested annually in installing, inspecting, and directing the signal service.

Every line of business has its own inherent dangers. The governments, local, state, and national, are expending millions annually in-

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Rio Grande Railroad, is a station which always appears in the time-table in large type:

HELPER AR. 9:15 P. M.

HELPER LV. 9:25 P. M.

Helper is so named because at this point the train receives an extra locomotive as a helper up the steepest grade in America. In 1875 we spoke to a thousand elementary school boys as they stood in line in the Lincoln School Yard in San Francisco. Thirty years later a man, now one of the really big men in scientific socio-civic work in the United States, publicly credited his preparation for his work to that address to which he listened as a boy in the grades. About 1888 we lectured at a county institute in Pennsylvania and twenty years later a university professor, now a college president, publicly attributed his educational career to that address. These are merely suggestive of repeated testimonies years afterward that we have sometimes been able, incidentally,