

LISTEN

A
JOURNAL
OF
BETTER
LIVING

**CAPTAIN
GEORGE GILLARD**

International TWA Pilot

EDITORIAL

The "Why" of Drug Use

Morality these days is a word not entirely forgotten, though it seems that morals are determined on the basis of rather selfish decisions.

In a study of attitudes of college youth across the nation, Samuel Lubell, public opinion analyst, summarizes popular thought thus: "Younger people have always been more liberal than their parents in religion, sex, and other moral attitudes. But this is the first time in American history that so many students have declared their independence of traditional moral values and proclaimed a new standard of 'doing whatever is right for me.'"

A demonstration of this trend is seen in student reaction to the growing campus use of marijuana and LSD. About one fourth of those who condemned drugs did so on moral grounds, while the others transformed the moral issue into a psychological one, criticizing drug users for "being foolish in hurting themselves" and as "psychological misfits" who are "trying to escape their problems."

One coed declared, "You have to be crazy to use LSD. A girl I know takes LSD with milk because she has an ulcer. She's a complete mess."

A boy who had taken a "trip" with LSD said, "Maybe I'll try it again, but the punishment is so great I'd be afraid to mess with it. You could blow your mind apart."

Some two thirds of those who had smoked marijuana claimed that "it's no more dangerous than liquor." One suggested, "They should sell it in cigarette machines."

Those who hadn't used marijuana expressed definite reasons why. For example, "People taking drugs are kinda lost. It's something to do so they won't have to face reality. I enjoy life; I don't need it."

In comparing drug users with those who never have experimented, at least one sharp difference appeared: Students who avoid drugs have much stronger religious feelings. Most drug users said, "I have no religion." Evidently they use drugs to obtain the same personal results that others secure from religious faith; in other words, they use drugs as a substitute for religion.

Though there may be atheists and nonbelievers among the nonusers of drugs, this survey shows clearly that religious belief emerges as a key factor making for stable personality.

The main reasons students gave for taking drugs were their own personality, curiosity, and because "it's the thing to do." All these reasons, incidentally, are subjective, the person thinking only of himself rather than expressing a desire to be outgoing in service to others.

"In short," says Samuel Lubell, commenting on his survey, "along the whole wide front of personal mores, many college boys and girls seem to be substituting psychology for morality. Having begun by deciding, 'I won't follow the rules like my parents,' this younger generation appears to be learning through actual experience and examples set by schoolmates."



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Driver or auto? Who or what is to blame for traffic accidents?

WHAT MAKES HIM THAT WAY?

Irwin Ross, Ph.D.

ILLUSTRATION BY JAMES CONVERSE

EVERY eighteen seconds there is an automobile death or injury somewhere in the United States.

If the driver is the culprit—and most often he gets the blame—what makes him that way?

For years he has usually been described as a decent person who turns into a veritable terror when he gets behind the wheel. Or he has been called the fellow who had one too many at a party. Or he was too young to be driving, or too old.

However, now research indicates:

* He may be drugged and not know that his ability has been impaired.

* He may be affected by a poisonous gas and not recognize it.

* He may be ill with alcoholism, more than merely a social drinker.

* He may be unable to handle his emotions.

* He may be determined to kill himself.

The "deadly epidemic" on the highways has taken more than a million lives since 1900, and it continues.

Federal action to stop the toll has been promised by President Lyndon B. Johnson. In announcing a control bill to be sent to Congress, he said the gravest problem facing the nation—next to the war in Vietnam—"is the death or destruction, the shocking and senseless carnage" of traffic accidents.

In 1965, there were 49,000 persons killed, 3.5 million injured. The loss in dollars: 8.5 billion.

When it comes to the cause, the finger can be pointed at the auto, the tires, the roads, the weather. None of these factors is dismissed, and experts agree that in cases of death and injury more than one factor may be involved.

Practices within the automotive industry are being challenged. The charge is made: Detroit thinks more about style than safety.

What would happen if, suddenly, all autos and all roads met the highest standards of safety?

"The impact on reducing fatalities wouldn't be greater than 20 percent," answers James P. Economos, director of the American Bar Association's traffic court program. "That leaves the human element. This is probably greater than 80 percent."

Statistics show that driver fault was present in about 85 percent of all accidents, but this does not mean that other factors may not also have been present.

Since deaths and injuries have continued to grow, despite driver training, car-care tips, and virtually everything else, researchers wonder whether the advice is simply ignored, or whether there might not be other forces at work.

The widespread use of drugs has come under scrutiny.

Stay-awake, go-to-sleep, calm-jangled-nerves, lose-weight, stop-sneezes pills were and are produced and sold by the ton.

The *Medical News Letter*, a nonprofit reporting service for doctors, says that hundreds of drugs available through prescription or over the counter could impair driving ability.

Among these are some which have been blamed for causing double vision, drowsiness, and perception failure among drivers involved in accidents.

The exact role drugs play in accidents involving autos or machinery has not been fully measured by statistics. However, medical examiners in some states and cities now make tests to detect the presence of drugs when making blood-alcohol-level tests. They also are seeking evidence of carbon monoxide.

Hypnotic doses of many barbiturates impair overall efficiency for as long as fourteen hours, so that their effect still is present when the patient drives to work in the morning.

When a physician is dealing with any person from sixteen to seventy-two, he should be aware that the person probably is a driver.

Many physicians are not taking sufficient precautions in informing patients about effects when prescribing drugs. Sometimes this failure is because of their belief that some patients will refuse to take the medicine, and also that some patients become alarmed at being told about side effects.

There is sufficient reason to believe, however, that no matter how strenuously doctors warn patients about drugs and driving, the advice probably wears off faster than the drug. And, of course, the doctor has no control over how people consume over-the-counter pills that can be bought by the sackful. While labels warn people about possible side effects, they can be ignored or forgotten.

In Chicago traffic court, a clerk says he finds more and more people claiming they were improperly arrested for drunk driving when they had been using some medication.

Combinations of drugs, and especially combinations of drugs and alcohol, are of particular concern.

Alcohol has been the most universally involved factor in terms of driver impairment. Researchers now say that not only the so-called social drinker may be to blame.

One expert making in-depth investigations reports, "It is becoming clear that a substantial number of alcoholized drivers who cause grave traffic incidents are chronic alcoholics."

One study of seventy-two drivers responsible for fatal accidents, he says, shows that "40 percent were alcoholic, 10 percent prealcoholic."

A California survey shows that of 266 cases of single-vehicle fatal accidents, 67 percent of the drivers had been drinking.

Sometimes things happen to drivers that absolutely mystify them.

Here's an experience related by a twenty-six-year-old man in Grand Rapids, Michigan: "I was driving to work. It was cold and there was a lot of snow, so I was going carefully. The heater was on, and the radio, and I had

lit a cigarette. I'd been waiting for someone for half an hour, with the engine running to keep warm, before I started moving. I must have gone a mile or so when something came over me. I felt terrible, as though I were going to faint. Being in the car frightened me. I hadn't been drinking or taking medicine, and there was nothing physically wrong with me. I hadn't had any problems. I stopped the car, got out, and lay on the ground, on the snow, until I felt my head was clear."

Probably, according to some doctors who were told these details, the driver may have had carbon monoxide poisoning.

When carbon monoxide is present, and it is most likely to be in winter, in a closed car with the heater operating and the driver or occupants smoking, it has a cumulative effect so that one day of exposure may not be especially meaningful, but four, five, and six successive days can possibly produce an extremely dangerous condition for the driver.

Also, it is a known medical fact that, after smoking over a considerable period, a person's red blood cells become incapable of carrying a normal load of oxygen and carbon dioxide. They actually, to some degree, become atrophied. This factor increases by almost 100 percent the danger of being rapidly overcome by carbon monoxide.

There is enough information to indicate that an increased traffic risk is associated with such chronic diseases as cardiovascular disease, epilepsy, diabetes, alcoholism, and mental illness. These factors probably are involved in 5 to 10 percent of traffic accidents.

Psychiatric studies conducted by a University of Illinois group of doctors show that more than half of seventy-two drivers involved in a series of fatal accidents suffered from some form of mental illness.

Many of those involved were caught up at the time in some "serious personal crisis," such as marital difficulty, intense job pressure, or financial problems.

Of course, the full preventive medical approach to the accident epidemic should be initiated. But at least the better packaging of the occupants in more crashworthy cars will be a step in the right direction.

September

Bertha R. Hudelson

September tiptoes quietly
Across the drowsy land
To the tuneful tum
Of the bumblebees' drum
And the crickets' fiddling band.

She leaves a lovely flower trail
Of thistles, goldenrod,
And the white frost weeds
With fluffy-topped seeds,
Bright asters that gaily nod.

She hums a slow, sweet wind song, and
Warns birds with this soft call:
"Be ready for flight
On a moonlit night,
For winter too soon follows fall."

For thirty days in misty gown
Of purple trimmed with gray,
She has lazy fun
In rain and in sun,
Then silently steals away!

BILL MAU--

HAWAII'S "SON OF THE LAND"



William Nietfeld

This beautiful Honolulu panorama highlights the huge new Waikiki Business Plaza (center, with revolving restaurant), biggest triumph for rapidly rising businessman William Mau.

HIS Hawaiian friends call him a "keiki o ka aina"—son of the land.

His business associates know him as an astute financier who seldom misses the "big" opportunities.

And his intimates remember that William K. H. Mau rose from abject poverty to become one of the most affluent citizens of the Hawaiian Islands.

Today, Bill Mau commands a six-figure annual income as the result of shrewd investments, good timing, and what he likes to call "just plain luck."

It has taken more than luck, however, to catapult this fifty-two-year-old Chinese banker into the forefront of the islands' booming economy. Perseverance, among other things,

is a trait Mau believes has helped his inexorable climb up the ladder of success.

Even more important is Bill Mau's conviction that every man must abide by the golden rule, doing unto others as he would have them do unto him. He believes this with a fierce intensity, just as he believes that God created man to live among his neighbors, regardless of race, religion, or creed.

But getting back to that will to persevere. It was this trait, he says, that enabled him to survive the near-starvation existence into which he was born in the old Duck Pond area not far from fabled Waikiki.

There, with his seven brothers and sisters, Bill Mau lived

on the edge of poverty. His Chinese immigrant father had come to Hawaii in the 1880's, a penniless laborer seeking work in the sugar and pineapple fields. After his marriage, the senior Mau and his Chinese bride began raising a family that was to know hunger and deprivation in a land that travel folders later would describe as "an island paradise."

Mau likes to recall that the closest he ever came to his own "paradise" in those uncertain times was on the days he was fortunate enough to earn 40 cents caddying eighteen holes of golf.

"I realize now," he says, "that I was lucky to be a caddy. The job gave me an opportunity to meet Honolulu's leading businessmen. But more than that, I think, is the inspiration it gave me to become a success."

But success had an ephemeral quality in the dark depression days of 1932 when Mau graduated from McKinley High School. The school had recently celebrated its fiftieth anniversary, naming Bill Mau as one of its 100 outstanding graduates of all time. With his will to persevere, however, he landed a \$65-a-month job as an elevator operator in the old Hawaiian Trust Building.

Here again, the soft-spoken but highly articulate financier remembers he was able to rub shoulders with the leaders of the islands' so-called Big Five, the men who controlled the economic destiny of the then Territory of Hawaii. In a way, one of these men also was to influence Bill Mau's destiny. For, as he recalls, when the time came for his annual raise, he was told bluntly, "You're too good for this job."

Heeding this advice, Mau quit his elevator cage and began a three-year stint as a jack-of-all-trades in a leading Honolulu advertising agency.

Married in 1936 to his wife, Jean, a petite and charming Chinese, Mau left the advertising business in 1941 to take a civil service job as a clerk-typist in the unemployment division of the Department of Labor. He rose progressively through the ranks to become a wages-and-hours inspector and, incidentally, to learn a great deal about the business life of Honolulu.

"Obviously," Mau recalls, "I could see what businesses were succeeding as well as those that were failing. But this was privileged information, and I treated it as such."

As Honolulu became the jumping-off point for Allied forces in the Pacific, Bill and Jean Mau decided to pool their resources, borrow additional money, and acquire control of a refreshment stand on Waikiki's Kuhio Beach.

Working twelve- to fourteen-hour days, the couple pyramided an original \$10,000 investment to a \$100,000 nest egg. It was now 1949, and Bill Mau no longer worked as a labor-



"This is where it all started. Jean and I thought nothing of working sixteen hours a day. Waikiki attracted many hungry servicemen, and they found here an attractive place."

department inspector. Instead, he began dabbling in real estate, buying and selling property in a series of quick cash transactions. But Mau's real start toward wealth and success came when he acquired control of five million square feet of land in the Halawa area overlooking Pearl Harbor.

Then, as now, land was Honolulu's most precious commodity. And Bill Mau was quick to seize an opportunity to control the first ground to be opened up for subdividing in that area.

"I was selling that land for 37½ cents a square foot," he remembers, "and praying nightly that I would realize a 10-cent profit on each foot. By the end of six months, Halawa subdivision was completely sold out, and I was richer by half a million dollars."

While becoming affluent in real estate, Mau also sought diversification and, with \$200,000, bought Tropical Enterprises, Ltd., a holding company that had steadily been losing money

"At the formal dedication of my massive \$8 million Waikiki Business Plaza building, my wife Jean and my mother, eighty-three, join with me in this tremendous personal triumph."



"The Waikiki Lau Yee Chai Restaurant was a big risk for me, but soon now this site will be occupied by a new \$5.5 million complex."



"As board chairman of American Security Bank, I cut across ethnic lines. Here you see a Japanese, a Portuguese Caucasian, and an Anglo-Saxon Caucasian, all of whom work harmoniously together in their respective duties."



BILL MAU says . . .

"With the stresses and strains of our so-called 'jet' era already producing high incidences of heart disease and hypertension, I believe we must work hard enough as it is, without the deadening effects of alcohol and tobacco."

since war's end. Included in the purchase price was the world-famous Waikiki Lau Yee Chai Restaurant, which recently was demolished to make way for another Mau development, a \$5.5 million complex that will include high-rise apartments and a new, enlarged version of Lau Yee Chai.

Working a typical sixteen-hour day in the years from 1955 to 1957, Mau nursed the ailing restaurant back to blooming health, constructed a 100-unit apartment house, and explored other avenues of investing.

"You might say," he remarks, "that those were my 'restless' years. I wanted desperately to channel my efforts into finance on the theory that Hawaii was on the brink of an economic boom the likes of which the islands had never seen."

Mau seized an opportunity to invest another \$200,000, this time acquiring a 12.5 percent interest in American Security Bank. The bank itself was almost exclusively Chinese, from

"On Halawa Heights I made my first big financial breakthrough, selling good land at a profit of ten cents a foot."



"I seem to spend most of my waking hours at this seventeenth-floor desk, but I draw inspiration and diversion from the magnificent view through my window of the restless Pacific."



"The biggest price I have to pay for my business success is the lack of time to spend with my family." (Left to right: Milton, 26; Letitia, 10; Cynthia, 20; Leighton, 14; Jean and Bill.)



its depositors to its board of directors. This was a situation Mau speedily corrected when he became board chairman and the bank's chief executive officer a year later.

To alter the "Chinese-bank" image, he added members of other ethnic groups to his board, hired Caucasian personnel, and generally erased American Security's former image. With assets currently in excess of \$80 million, the bank is regarded as the fastest growing in the State of Hawaii.

His admirers claim Bill Mau is more than an idealist or dreamer. He is, in their opinion, a doer.

Bill Mau has adhered to one basic philosophy—it is up to the individual to help himself. Beyond that, he firmly believes that God plays an active part in the life of every man who has faith in Him.

Early in his life he decided on a course of total abstinence and has yet to taste liquor or smoke a cigarette.

"My parents taught me temperance," Bill Mau explains, "and I shall be forever grateful for that wonderful lesson from them."

But while moderate in his personal habits, Bill Mau is anything but staid in his business life. His considerable holdings, including the newly-completed twenty-story Waikiki Business Plaza building, now total approximately \$13 million. Nearly \$8 million of this sum is represented by the Waikiki high-rise, which stands today as the largest single land transaction in Hawaiian history.

But, despite this spectacular surge, the hard-driving executive is the first to contradict those who might think he is running a footrace with success.

"Basically," he says, "I am a man with ideas. I believe in letting others work out the rudiments of a problem. When I step in, I want to look at a project that is proving itself."

Bill Mau's "look" at his various projects starts daily at 6 a.m. After breakfast with four of his five children who live at home, he delivers them to school; then he drives himself to his new Waikiki Business Plaza offices for the beginning of another day of meetings. This series of conferences generally lasts well into the evening, when Mau returns home to discuss the day's activities with Jean.

The family occupies a six-bedroom home in the Wilhelmina Rise section of Honolulu overlooking Diamond Head. Bill Mau treasures the view from there because it affords him an unrestricted look at his "dream"—the handsome gleaming-white Waikiki Business Plaza building.

And, while his friends consider him the brightest star in the Hawaiian financial heavens, Bill Mau still thinks of himself as a "keiki o ka aina"—son of the land.

"My dream come true—a structure of steel and concrete that evolved as the result of work and prayer. These dreams reach fruition mainly because of faith in God and my fellowman."





Captain George Gillard Internationa

Interview by Francis A. Soper

SOUTHERN Connecticut is beautiful in spring as the early flowers begin to burst forth and the trees don their garments of green. And few places in that part of the state can rival the community of Ridgefield—growing, thriving, but still uncrowded enough to allow for homes with acres of lawns and woods around them.

One such home a mile or so from the little bustling business center of town belongs to a family who in turn belong quite literally to the world, since they are an active part of the fast-moving jet age in which we live.

Captain George Gillard and his family are seldom all together, since he is a TWA commercial pilot flying international routes. But at least on this day in early spring we found him between flights comfortably seated in his living room, obviously happy to be with his wife and two little daughters briefly, but anticipating too the next takeoff from Kennedy Airport toward Europe.

The crew of a speeding jet liner these days carries awesome responsibility, the captain says, with a sense of pride but also with the assurance of a man who has literally grown up with flying. There is probably no other profession or career that is so constantly under scrutiny as that of airline pilot.

Every six months a pilot must take a proficiency check, which extends over about four days and involves the review of all operational and emergency procedures for his plane. He is briefed on new technical advances, and is retested on his knowledge of his field. Pilots are given physicals three times a year, and an EKG is taken once a year. Some of this is done on a "simulator" and part in the plane itself. Some is on the ground and some in



"Is Daddy really going to be in that magazine?"



After the welcoming ceremony, when Daddy returns from a flight, the luggage has to be carried in. In this particular case Daddy has assistance—some, anyway.

onal Jet Pilot

flight. This physical is a very exhausting experience and involves an all-day ordeal.

In order to adapt human beings to this air age, tests are now going on to determine the impact of the diurnal cycle on pilots; in other words, what happens to a pilot when he flies across the ocean, loses five hours, and in another day or so, flies back, and regains the five hours? What does all this do to his mind and body?

Captain Gillard is now flying the nonstop jet route from New York to Milano, Italy. Immediately following a flight like this he rests for about three hours, then forces himself to get up whether he would or not, so that he can take his regular rest at a time when he is used to sleeping. He says that flights leaving

Learning early to fit pieces together in difficult puzzles, Sarah Ann and Justine begin to lay a good foundation for solving life's complicated problems later on.



Perhaps all these helpers wouldn't get the lawn mowed faster, but what is better than family togetherness when Daddy is home?

for Europe after ten o'clock are very tiring, because it is all the more difficult for a person to adjust to the time change.

Before taking such a flight the captain sees to it that he gets a good nap, so that he feels rested at the beginning of the flight. Obviously there is no sleeping by the crew during flights. This includes the stewardesses. Even when a crew member "deadheads" on a flight, that is, flies without serving as a crew member, this same rule applies. And speaking of "deadheading," the regulations against drinking by crew members are so rigid that no crew member can take any drink while aboard, even when he is "deadheading" on a flight.

Federal regulations forbid drinking by any crew member for at least twelve hours before flight time. TWA rules lengthen this period out to double that time. No crew member for TWA can do any drinking within twenty-four hours of flight time. The Airline Pilot's Association is the union organization to which crew members belong. It will usually go anywhere and do anything to defend its own members, but it simply will not defend a pilot or other crew member for drinking. This matter of drinking is no problem with commercial pilots, says Captain Gillard. It is a problem, however, with some private pilots who seem to feel that they have the world by the tail after only fifty hours or so of flying time.

The captain does not smoke and never has. He says that he never had any desire to start the habit. There are far fewer crew members who smoke now than in days past, he says. In fact, it seems to be the exception rather than the rule for top crew members to have this habit. This is a trend that has been



Selecting a flight route depends to a great extent on weather conditions, and pilots are carefully briefed on atmospheric disturbances they might encounter.

Before taking off, Captain Gillard and his flight crew review features of the plane. TWA this year will fly more than ten million customers over its 43,000 system-wide route miles.



taking place in the last two or three years and represents deliberate decisions on the part of these crew members. In other words, many of these professional people have simply stopped the habit.

Mechanically speaking, everything humanly possible is being done in modern aircraft to assure safety for air passengers, and in case of any difficulty to trace down the cause and prevent its recurring. For example, in the new jets there are voice recorders that take down everything said in the cockpit, whether a private conversation, or radio conversation or instructions, or whatever else it may be. The recorder is located in the tail of the aircraft and records for thirty minutes, then automatically erases and records for another thirty minutes. When a plane lands, the record can be erased only after the aircraft is stationary and the brakes have been set. This record can be used for reference in event of an accident.

Before a pilot takes off he has to go through an extensive checklist, to make sure that everything is operating properly. He has to check sixty-eight different items even before starting his engines, many of these items involving several operations. For example, the checking of the nacelle (engine housing) deicing equipment involves checking four engines and two positions for each engine; in other words, eight operations for this one item alone. There are thirteen items to be checked after starting the engines, six more before the plane taxis, eight additional items before it is cleared for takeoff, and five more after takeoff—a total of 101 items in order to get the plane into the air. This is done by three persons checking together. One person reads, another responds, and the third double checks.

The modern plane is geared to fly at the most economical speed. For the sake of economy it flies at less than top speed. The 707 jet uses about two thousand gallons of fuel an hour, or 12,000 pounds.

Captain Gillard took his first flying lesson when he was about fifteen years old, and in due course obtained his license. He served as passenger agent for American Airlines in Boston for

On land again, the crew goes home to rest before taking off once more to another corner of earth.



two years, and then proceeded to take instrument training, selling his car to pay for this training. He started private flying in 1935, and with TWA in 1941 as copilot. He has flown most every type of commercial aircraft, from the DC-2, the DC-3, the DC-4, on to the modern jet. He served as captain on a Boeing Stratoliner which was used during the war to ferry military men to the various war theaters.

The captain was born in Northampton, Massachusetts, and in June of this year started his twenty-fifth year as airline captain. One of his hobbies is walking and climbing. He frequently exercises this hobby in Switzerland, where for about two months during the year his family lives. He also plays golf. He has another home at Cape Cod near Seabury, Massachusetts, overlooking the seventeenth green on the golf course.

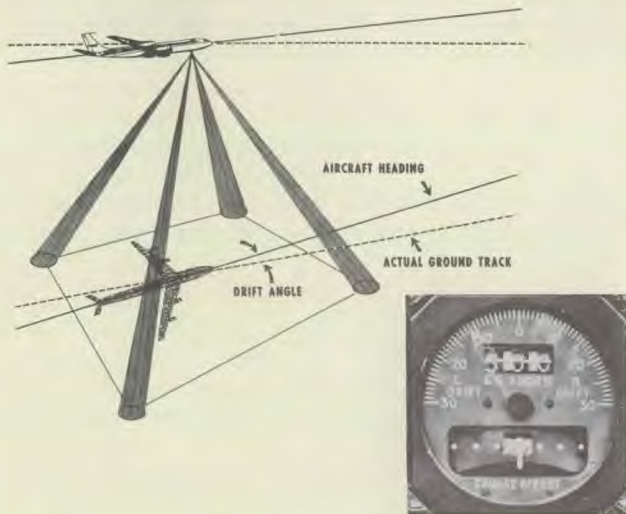
Mrs. Sarah Ann Gillard is active in community functions. She is in charge of projects to raise funds for the American Cancer Society in the Ridgefield area. She also is active in the Red Cross, Garden Club, the Thrift Shop, and other organizations.

With a twinkle of recollection in his eye, Captain Gillard says he began his overseas flying in 1946, the year that TWA launched its transatlantic service. He is qualified as a captain both on domestic and on overseas flights. Though at present he is flying the New York-Milano, Italy, route, now for the third year, he is not limited as to the routes he flies. With his seniority he can ask for and probably receive most any route he desires.



No longer need flight crews "shoot" the sun to know where they are. Airborne Doppler radar is a self-contained navigation system that does not need even ground radio to keep the plane on its predetermined course. Here Captain Gillard points out the Doppler computer controller units in the overhead panel.

Using the same principle as is used in police radar for checking the speed of autos, the Doppler antenna aboard the aircraft radiates four separate radar signals toward the earth and receives reflected signals. The frequency, or pitch, of the signal is shifted in proportion to the speed of the aircraft. The difference between the radiated frequency and the reflected, shifted frequency is converted directly into ground speed. A computer connected with an indicator on the instrument panel also gives the pilot a continuous reading of miles to go along a selected course. The inset is of the Doppler indicator which shows if the plane is off course.



The captain and Mrs. Gillard have four children. Jeffery, nineteen, attends Notre Dame, taking the prelaw course. Judy, sixteen years old, goes to the Pres Fleurs School in Switzerland, located at the town of Bluche sur Sierre, not far from the resort center of Zermatt at the foot of the famed Matterhorn. For approximately two months during the year the family rents a Swiss chalet in Switzerland. They also have two younger children, Sarah Ann, four years old, and Justine, three years old. Mrs. Gillard was born and brought up in Amherst, Massachusetts, only about five miles from the captain's birthplace. She met her husband while she was serving as a TWA hostess. All their family now love to fly, especially the two youngest daughters.



On the overhead instrument panel is the Doppler computer controller unit (upper arrow), which gives a pilot a reading of course selected, deviation left or right of course, and miles to go to a preselected point. The lower arrow points to the Doppler indicator which gives ground speed in knots and drift angle in degrees. By keeping the plane constantly on course in spite of crosswinds, this navigation aid represents a major saving of time as well as fuel consumption.

Perhaps the greatest thrill the captain has ever experienced occurred on September 19, 1959, when he was on a nonstop flight to Frankfurt from New York. About midpoint over the Atlantic he emerged from a cold front and picked up on his radar a plane in trouble. The captain was flying a plane called a Jet Stream, a model 1949 Constellation carrying 10,000 gallons of fuel. The plane in trouble was an Air France Constellation of the Super-G type, flying at 17,000 feet. It had a runaway propeller incapable of control. Before long the second engine on the same side failed. Captain Gillard found that he was approximately nine miles away from the scene. He came down to 3,000 feet and escorted the Air France to safety at the Shannon Airport in Ireland.

He did not say much about this at the time except to report to Frankfurt that he would be two hours late after aiding a plane to Ireland; but the satisfaction of escorting that plane to safety was the biggest "kick," he says, that he ever got. Later he received a letter of commendation from Air France, and was feted at a special dinner by Air France in New York, to which function that line flew the entire crew of the plane involved. He was awarded a copy of a large, beautifully produced book in French, tracing the history of flying. Only about 200 copies of this book were printed.

Air France still remembers the captain by sending a special token of remembrance to him each year.

The captain says that most important in his profession is a constantly alert mind, if one characteristic is essential above another. He says that in order to preserve the best physical health, exercise is essential. Golf seems to be the most popular sport among pilots and other crew members.



Like parking an old model "A" Ford next to a current Lincoln Continental, this Ford Tri-motor flies near a modern jet. Dubbed the "Tin Goose," this plane of yesterday could fly 110 miles an hour, its engines could develop 1,260 horsepower, and could carry twelve passengers, with a total gross weight of 13,500 pounds. In contrast, this TWA jet-propelled airliner cruises at 600 miles an hour, its four engines develop 95,000 horsepower, and it carries 121 passengers, with a total gross weight of about 257,000 pounds.

He emphasizes the fact that there is no room for error in flying. Pilots just don't have a chance to rectify mistakes. No profession is so constantly under observation. If a pilot can't pass his physical test or his rigorous proficiency test, he can't continue.

The use of drugs is no problem with crew members. No one is permitted in the profession if he needs to use drugs. This ruling is enforced on the basis of the innate sense of responsibility on the part of crew members. If anyone is under medication by his physician, he is not supposed to fly. If a pilot is ill, he merely calls in and reports he is sick and cannot fly. Other provisions will be made for his flight.

The plane which Captain Gillard flies is valued at up to \$7 million. The navigation equipment alone is worth some \$500,000. The captain has the responsibility for all that investment, let alone the human lives entrusted to him. Obviously, he needs to be in the best possible condition, both mentally and physically.

The captain speaks French and Italian in addition to English. He says that every flight is a challenge to a person's ability. He does not have any special feelings of hesitancy in taking off a plane. He simply accepts it as part of his work, and it becomes somewhat routine.

He flies overseas approximately eight times every month, or eighty to ninety times a year, allowing time for annual leave. He has spent more than 26,000 hours in flight time,



Captain Gillard and *Listen* editor Francis A. Soper look at the large-size limited-edition book on aviation awarded by Air France to the captain for saving one of its planes in an emergency over the North Atlantic Ocean.

but still has thirteen more years to go before retirement. He foresees supersonic planes in regular service by 1970 and comments on the fact that the faster the flight the more emphasis has to be placed on the physical fitness of crews. "You *must* stay ahead of what you are going to do."

To him flying to Europe is like going to town. He may set up a dinner engagement over in Italy to which he plans to take his wife. She will return the next day. It is something like going over to see friends next door. After twenty years of airline service, crew members receive a pass allowing them to go on any flight on which seats are available.

The Gillards are a close-knit family, with love flowing both ways, from the children to the parents and vice versa. The parents feel that because their children have attended school in Europe, they have developed social graces to a greater extent than would be the case in most other schools.

The captain and his wife say that neither of their older children smokes, and seemingly never has had any desire to take up the habit. This may be, the parents feel, because not so much emphasis is placed on it over in Europe, where the children have spent a great deal of their early life.

As far as drinking is concerned, there is no prohibition against it in many of the schools in Europe. It is not made an issue. The Gillards in talking to their children about these habits simply have told them that a person is better off if he doesn't take them up. Look at the matter financially, they say, and see what you will save if you do not engage in these habits. Also the captain has told his son that if he wants to drink a beer, it's up to him, but if he wants to drive the car, there can be no drinking. He has to decide between beer and the car. The obvious choice is the car.

He feels that his son does not smoke primarily because he has been impressed by films shown in school concerning smoking and cancer. Although smoking is not made an issue in the home, the children know the preferences of their parents. Mrs. Gillard says that more men have stopped smoking in recent years than women. She bases this on her frequent attendance at social groups and says that more women now smoke in these small groups than before, and that once women start smoking it seems to be more difficult for them to quit the habit.

Mrs. Gillard comments that young people today start social life too young. She says that fifteen and sixteen is too young for them to go out to formal social occasions. They ought to learn the social graces in groups. It is all right for them to learn to be independent early, but they should develop socially later in the natural course of events. She says that when fads which start among young people are adopted by adults, these fads become immediately dead among the kids. She comments that in many instances familiarity breeds contempt, and that this may be a good principle in dealing with the problems of smoking and drinking. If a young person is entirely sheltered, and is never tempted, how will he be able to say, I will never do this, or that?

Emphasis should constantly be placed these days on the basic need of good home training, say both Captain and Mrs. Gillard. The home has a much larger responsibility than the school. You can blame delinquency on most anything—on the church, on the school, on the youngsters, on the parents—but the heaviest responsibility goes right back to home training. If this were cared for better in the homes, there would be much less trouble among the youth.

More on the Who and How of Lung Cancer

A long-term, suspenseful study of the lives of 6,137 older men and the deaths of about 1,826 of them is all over but for the coding of statistics, according to the American Cancer Society which, with the Philadelphia Tuberculosis and Health Association and the Pennsylvania Thoracic Society, supported the research.

The study, known as the Philadelphia Pulmonary Neoplasm Research Project, was begun on December 4, 1951, when Philadelphia men over forty-five years old began signing up as volunteers. The men agreed to have chest X rays and answer questions about their symptoms twice a year. The aim of the project was to find out who gets lung cancer and what can be done to save them.

A total of 6,137 reported fairly regularly for from eight to ten years. Of these, sixty-six were found to have lung cancer when they signed up for the project; and another ninety-two developed the disease during the course of the study.

One of the starkest statistics of the study is the fact that every one of the ninety-two who developed lung cancer was a smoker. None of the 806 nonsmokers developed lung cancer. Smokers with a chronic cough proved to be twice as susceptible to lung cancer as noncoughing smokers.

The patients usually did not die of their lung cancers. They were killed by a metastasis, or spread, to some vital structure outside the lung.

Detection of lung cancer proved



Some monkeys are able to inject themselves voluntarily with addictive drugs. Is this where man learned to make a "monkey" of himself through drugs? Or are monkeys learning to make "people" of themselves?

extremely difficult. Reviews of early X-ray films showed that even highly qualified experts missed some lung cancers until there had been delays of six months or longer. In almost half the cases, X-ray film readers failed to agree when one diagnosed cancer.

Solving Problems

More psychotherapy is accomplished between good friends by a morning visit than by a day-long consultation in a doctor's office, says Dr. J. D. Matarazzo, the head of the medical psychology department at the University of Oregon.

"A good talk with a close friend can solve problems, or at least put them in perspective, before they become overpowering."

He goes on, "One of the problems we face today is the scarcity of good friends. Almost without exception, when I ask a young person who his best friend is, he can't tell me. It is this lack of close interpersonal relationships—the identification with big, impersonal groups instead of individuals—that bothers me."

The Boss Is Responsible

Emotional health of workers is the employer's responsibility, two Cornell University researchers conclude from a study of court rulings, arbitration awards, and workmen's compensation awards.

Moreover, they predict a time when alcoholism will be included as an "emotional disturbance."

Man From Monkeys—Is It Really True?

There seems to be some logic in the theory that man has descended from monkeys!

In a special series of animal studies by the National Institute of Mental Health it has been found that monkeys can voluntarily become addicted to the same drugs which bother man.

Certain monkeys, using a special apparatus, are able to inject themselves intravenously at will with drug solutions. Says the report, "Some, but not all monkeys, have been found who will spontaneously work to give themselves almost all drugs known to be abused by man."

Among some of the things monkeys like are cocaine, morphine, barbiturates, amphetamines, alcohol, and nicotine.

Perhaps here is where man learned to make a "monkey" of himself by drug use.

Fathers Often Lead Own Sons Into Trouble

The antisocial attitudes of delinquent middle-class boys can often be traced to the somewhat dishonest values of their fathers.

Norman Epstein of the Brooklyn Psychiatric Centers, Inc., has found in his work with forty-nine teen-age boys referred for treatment by school psychologists, that one factor contributing to delinquency is the father's attempt to be a pal or an equal to his son instead of setting standards and offering mature guidance. Fathers of these delinquents often subtly accept their sons' behavior, especially in case of truancy.

The fathers usually decried attempts to teach their sons the value of hard work, honesty, and social responsibility. However, the teenagers themselves revealed how the father would boast of his business conquests, which often bordered on the delinquent.

In This NEWS

★ Can man win against nature? See page 14.

★ There are clocks in your body. See page 15.

★ Are liquor sellers liable for the results? See page 16.

Life-Seeker Ship



This complex device may be sent to Mars early in the 1970's to seek for life on that planet. The mechanism is controlled completely by radio impulses and can run through a whole series of experiments.



Turnpikes are about as safe as man can make them. Man himself must be the ultimate factor in road safety.

Thruway Now All Dry

There is to be no drinking of alcoholic beverages on the New York State Thruway, according to action taken by the Thruway Authority. Previously, only the sale of such beverages was prohibited.

In announcing the new regulation, Thruway Chairman R. Burdell Bixby said: "We are convinced that alcohol has more to do with accidents than is generally realized or can be proved in court. By attempting to eliminate the presence of alcohol anywhere on the Thruway system, we hope to reduce sharply the number of accidents we must now label 'cause unknown.'"

Your Colors and You

S. L. Andelman, M.D., M.P.H.

Start off the day with the right colors and you're likely to have a better day.

Although we may be totally unaware of the colors that decorate the rooms in which we live, work, and play, our temperament and behavior are often influenced by these tones.

Different physical reactions can be

produced by different colors. For example, people may feel cold in a blue room and warm in a red room, although the temperatures of both rooms are identical.

Colors such as pink, rose, coral, and peach seem to reflect a warm glow. For that reason these shades are often used in bathrooms to help one start off the day in a good mood.

Colors also affect our eating habits. Bright, warm colors, such as orange, yellow, and red, help stimulate digestion; purplish reds, purple, violet, orange-yellow, greenish yellow, gray, and most olive tones discourage hunger.

Blue and green are much more soothing than red or yellow, so they probably should predominate in the bedrooms. If you have wallpaper, it should be soft-tinted and have a simple pattern.

You might find that wild patterns could be "noisy" enough to keep you awake. The right color of the bedroom woodwork also is important; a flat gray or buff is usually preferable to a shiny, high-gloss white.—General Features Corporation.

Can Man Win?

Man appears to be losing his fight against drought, famine, and air pollution despite "exciting" scientific advances, according to reports given to the American Institute of Physics.

"Man is so industrialized, urbanized, mechanized that he has become as important as natural phenomena in the modification of weather," says Dr. Reid A. Bryson of Wisconsin University.

"Every city is putting out as much particulate matter as a volcano."

Dr. A. Richard Kassander of Arizona University's Institute for Atmospheric Physics says, "We're really kind of losing the race" to grow food and provide water faster than the population grows.

New-Type Picture Clearly Shows Heat Areas



"White hot," a principle in thermography, is effectively shown in this photograph of a man smoking a pipe in a completely darkened room. The pipe bowl is the point of greatest heat with a rapidly cooling stem, approaching room temperature at the mouth. The picture indicates that the mouth, chin, and throat are the regions of maximum blood circulation. These are the areas most frequently irritated by smoking.



TB and Alcoholism

That alcoholism and tuberculosis often go together is again indicated by a study showing more than 80 percent of alcoholic inmates of the Don Jail, Toronto, Canada, to have positive tuberculin tests as compared with 33.3 percent of ninety-eight offenders tested. The report, by two Toronto investigators, appears in the Canadian Medical Association Journal (94:999, 1966).

Of 227 chronic drunkenness offenders studied, twenty gave a history of active TB. Reports from other centers show that tuberculosis and alcoholism frequently coexist, particularly among the homeless men of skid row.

Iceberg Disease

Describing alcoholism as the "iceberg" disease, the National Council on Alcoholism reports that this condition now ranks as the fourth major health threat in the nation, behind heart disease, cancer, and mental illness, but "it may well be Number One and just not show."

The iceberg reference is to the fact that alcoholism affects far more people than is immediately apparent.

Brain Paths Mapped

How the brain receives and sends information has been mapped in new research at Western Reserve University School of Medicine, Cleveland.

It is primarily the forward part of the brain's upper hemisphere that is connected by nerve fibers with the brain's two motor pathways controlling movements. The other areas of the brain, receiving messages for touch, sight, and hearing, are connected with this forward area that governs motor activity.

The brain's two motor pathways, one originating in the brainstem at the base of the skull and one coming from the surface of the brain, have different functions in controlling the body's movements.

Some nerve pathways end directly on the muscle nerve cells governing movements of fingers and toes. Others terminate on nerve cells interposed between the brain pathways and the muscle nerve cells that activate larger muscles. Those ending directly on the motor neurons are most numerous for muscles of the fingers and toes, thus allowing precise and separate movement of each one.



"The doctor's taken rather strict measures with Harry about his drinking."



Yes, of course, they can be, and are all the time. Even those movements like nazism and communism that depend so much upon force, almost always win their recruits by argument. What makes argument effective? Argument that seems to make sense in terms of what we want to believe is the most effective and will have the greatest impact.

Draft Cards Faked

Charles Layng

Police this year are very much on the alert at the annual "beer busts" and other youth gatherings in various resort areas.

They have recently turned up a racket in the sale of fake draft cards to underage students so that they can use them to falsify their age and buy liquor.

This criminal operation came to light when a detective stationed near a Florida liquor store observed two obviously underage students enter and try to buy several bottles. When challenged as to their age, they produced the draft cards, which the detective identified as clever fakes, since the information originally contained had been altered to raise the age of the student to over twenty-

one so that he would be eligible, under Florida law, to buy liquor.

Through the students, detectives learned that the operation centered at Stetson University in DeLand, Florida. They were eventually led to a room in the freshman dormitory which contained a large quantity of materials necessary for altering draft cards.

Altering or counterfeiting selective service cards is a Federal offense subject to fines of up to \$10,000 and up to five years in prison.

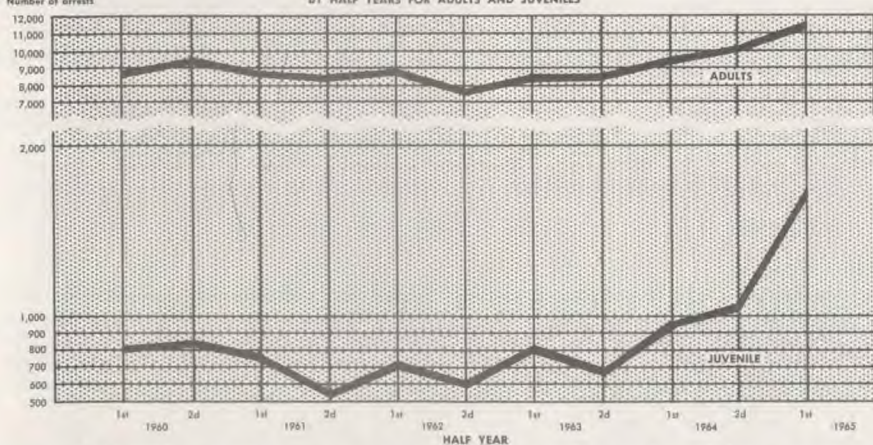
Success Formula

Criterion for a hit today
In TV, film, or play,
Is simple: Just be explicit
About all things illicit.

—Sarah P. Marshall, in
Wall Street Journal.

Drug Arrests in California

1960 THROUGH 1965
BY HALF YEARS FOR ADULTS AND JUVENILES



Mid-1965 in California saw new records set for the number of drug arrests. For the six-month period there were 11,042 adult arrests, or 17.2 percent higher than in 1964. Juvenile (under eighteen) arrests came to 1,501, up 58.5 percent over 1964.

Clocks in Your Body

Travelers these days who fly rapidly from one side of the world to the other are victims of confusion among their "internal clocks."

It has been found that the human body has several clocks, governing heart rate, temperature, and metabolism. Experiments on both men and animals, reported by the International Committee on Space Research, show that after a sudden time-zone change these clocks get out of phase with each other as well as with the local clocks. Hence, a condition of internal stress, described by a new term "asynchronosis," may develop.

The problem is of major importance because of increasing jet travel and the prospect of even more drastic time changes when supersonic jets come into service. The military is concerned because of its ability to move troops rapidly into combat zones. The diplomats want to know how much time it takes for them to regain their full capacities. Probably the most urgent aspect is in connection with space programs planning flights beyond the day-night cycle of the earth.

Bottles and Jars

During the year 1965 about 28 billion bottles and jars for consumer products were produced in the United States. This is more than double the number made fifteen years ago.

Allowing for the fact that many bottles, such as those for soft drinks, milk, and beer, are used over and over again, it is estimated that housewives in this country make more than 70 billion purchases a year of glass-packed items.

ARE YOU PUZZLED?

Manne Slawin

Singer Features



Test your eye-Q. To read this, slant the page down in line with your eye. You will find what the man does who really wants to accomplish something.

Youth in Trouble Can Help Themselves

Some New Jersey teen-age delinquents are being rehabilitated under special conditions at Essexfields, a facility based on the premise that many juvenile delinquents are not antisocial. They are simply conforming to the values of the street gang, meaning that their lawlessness is, in reality, social.

If such seventeen- and eighteen-year-old boys could be placed in a new group with more "lawful" ideas, it was reasoned that the delinquents would go a long way to reform themselves.

This is evidently what is happening at Essexfields. Though the values of lawfulness and self-realization came initially from adults, they are being maintained and implemented by the group, a far more successful cure for delinquency than individual counseling.

Of 246 boys admitted over a four-year period, 20 percent have been unsuitable, and the juvenile court placed them elsewhere. Of the re-

maining 196 boys, 12 percent later ended up in correctional institutions, in comparison to a normal failure rate of 50 to 75 percent using other approaches.

It Just Didn't Happen

Remember the "wets" claimed that the taxes from liquor would solve Oklahoma's financial problems if only the state would vote wet six years ago?

The tax revenue from alcoholic beverages in 1965 amounted to only 1.16 percent of the money needed to operate the state government.

Liquor Is Liable

Bartenders can be held responsible for damages resulting from serving alcoholic beverages to a customer who is visibly drunk, the New Jersey State Supreme Court has ruled.

In a 6-0 decision, the court declared that either the customer or his heirs can collect for injuries from the tavern selling him the liquor.

The decision extended a doctrine handed down in 1959 when the court held that a third party injured by a drunken person can sue the seller of intoxicating beverages.

It rejected the contention of a tavern owner that an intoxicated person can be held guilty of contributory negligence, thus relieving the owner of liability.

Credit Cards Misused

Fraudulent use of credit cards is causing major problems for some large companies and for credit officials from coast to coast. In one city it is reported that stolen department-store charge plates are being sold for \$25.

In some areas the situation is made worse because of the large number of narcotics addicts and their constant struggle to obtain the money necessary to buy narcotics.

One method used by the thieves is to snatch the credit cards when the customer and clerk are not

watching, then make purchases below the \$25 floor limit—the amount in some stores that can be charged without receiving authorization from "upstairs"—and ultimately returning the goods purchased for refunds.

Good Comics

"Comics with a conscience" are being widely disseminated, reaching some forty million readers. They result from a program set up jointly by the National Welfare Assembly, coordinating body for about 79 national voluntary and governmental agencies, and National Periodicals Publications, largest publisher in the comic book field.

These "public service" pages in comic books are being used to feature constructive messages on health, safety, tolerance, careers, school dropouts, personal behavior, and other topics.



BOB BROWN



PROBLEM: The erratic balloon. **NEEDED:** A helium-filled balloon and an automobile.

DO THIS: Hold the balloon by the string in a closed automobile. Ask someone to drive the vehicle in a circle. All objects in the car will tend to move toward the outside of the circle—except the balloon. It will float in the opposite direction.

HERE'S WHY: The balloon tends to rise because its helium is lighter than air. As the automobile turns, the heavier air is inclined to move toward the outside of the circle, as do the people and other objects. The helium, which is lighter, tends to move in the opposite direction.

AN ANALOGY: Float a table-tennis ball on water in a fishbowl, and turn around with the bowl in a hand. The water will move toward the outside of your circle, and the ball will move toward you.



THINKING BEADS—The 1700 tiny objects piled within a candy Life Saver will be strung together like beads, two by two, on pairs of wires only two thirds the thickness of a human hair. They are called ferrite cores, and each represents a bit of information in an electronic computer. When strung, each pair of cores will be the electronic equivalent of a memory.

When You Are Out Tonight -- Don't Date **DEATH**

Harold Whittington



IF YOU have a date tonight, chances are greater than ever that it could be a date with danger or death!

Serious crime is increasing each year, the biggest increase being among persons under eighteen who live in the suburbs, where dating often begins. Rape and assault lead these statistics, released by J. Edgar Hoover, director of the FBI. It *could* happen to you!

How can you be sure you're safe on a date? Of course you can't be absolutely sure, but here are fifteen good-sense suggestions to make more certain that you get home tonight, safe and sound.

1. Know the person you are dating. Many of us think we "know" a person when we really know only his name, where he lives, and maybe where he works. Life is indeed more exciting and rewarding when we meet and get to know new people, but learn to know them well before going on a date.
2. Do not accept blind dates over the telephone, and never, never talk with a stranger who calls you on the phone "to get to know you better."
3. If you double-date, don't stray from the other couple. You will have twice the fun and enjoy the safety of numbers.
4. Never go alone into taverns or bars—better yet, don't go at all.
5. If you go to a public place or gathering, never leave with a man you hadn't known before but met inside.
6. If you discover the man you are with is far from being the type you thought he was, leave at once. Go to the ladies' room—and keep going! In losing him you've lost nothing.
7. If you invite a man to your apartment or home, be sure you have other friends present *the whole time* he is there. This is especially important if drinks are served.

8. When you are approached by a strange man in a theater or other meeting place, and he tries to strike up a familiar conversation, move to another seat quickly if possible. If another seat is not available, simply leave. If he follows you, tell the manager immediately.

9. If a man makes physical advances in a movie or elsewhere, *scream* at the top of your lungs! Make a big scene—run, and loudly point him out to anybody you see.

10. When a suspicious stranger obviously is following you, go to the nearest policeman or telephone. Call the police and keep talking. Aid may come while you are still on the phone stalling for time.

11. You may know your date very well, but you still might be in danger if you park in a lonely place. Rapists stalk lovers' lanes to find parked couples. They slug the man and assault his helpless date.

12. Be careful of the way you dress and conduct yourself. Acting bold and looking sexy can invite trouble.

13. Kooky places, offbeat joints, and other "lowbrow" scenes may be fun to visit—on a guided, chaperoned, daylight tour. Daring ventures alone or in small numbers, especially at night, could be your undoing.

14. Men who attack women usually do not "look like" the type of men who would attack women. Rapists could be well dressed and professional looking. A stranger is a stranger, regardless of his looks and apparent social status.

15. If you must be out alone—going to and from work, for instance—equip yourself with a protective device such as a purse-size alarm siren or an approved chemical repellent.

If trouble comes in spite of everything you do, use every female trick you know—scream, make a big scene—run! When J. Edgar Hoover lists the number of violent crimes again next year, be alive to read about it!

LEARN TO DRIVE SAFELY

The first of a new poster series by "Listen" magazine



This poster, with a real impact, is reproduced in 12" x 16" size from "Listen's" May, 1966, cover. It is the first of a planned series of educational posters to be made available because of wide public request. The second in the series will be from the October, 1966, "Listen" cover. Watch for announcement!

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Help Kick Drink-- With a Root

Clare Miseles

CHUCK was not an alcoholic, but he had all the makings of one. He liked the stuff, and it was fast becoming an important part of his life for elevating his ego and making him the personality kid.

All this began in a strange way. When he was away at school, he had contracted a really mean cold; and while he was hacking away, one of the fellows brought in a mixture of whiskey, water, and lemon juice that his mother had concocted for a recent cold.

"Here, take this before you burst my eardrums," he said.

So Chuck took it, and it did lull his cough. It even put him to sleep. After that, he decided that if it was so great for all that, why not take it when he didn't have a cold? This is exactly what he did.

It didn't take long before Chuck and the bottle became friends—very good friends. There was only one thing wrong with the relationship: Deep down in his heart Chuck knew that it was a friendship that he couldn't easily shake.

One night when he was thinking of taking a second drink, the grandfather of a friend of his gave him a long, searching look and said, "Have you ever heard of angelica root?"

"What's that?" asked Chuck, half interested.

"It's a root, an herb."

"Oh?" Chuck was losing interest.

"And it's murder for alcohol."

"How do you mean?" Chuck became suddenly interested.

"Just what I said. It kills the taste for the stuff—like antihistamines affect the taste buds during a cold, so that a cigarette tastes like something dragged out of a sewer."

"Just *what* is it?" Chuck was eager to know now.

"Like I told you, it's an herb." He smiled. "It's so good that the plant has even been called 'archangel'—and when its results can be compared with divine power—well, you know it must be good!"

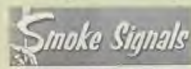
"And it really works?" asked Chuck.

"My own grandfather proved it. Of course," and a chuckle escaped his lips, "even a gift from heaven deserves a little help. Like my grandfather said, 'If God was good enough to put something down on earth to help me, the least I can do is not to let Him down.'"

Did Chuck accept this bit of advice? It has been working out fine, ever since he secured the angelica root from a health store. But as a precautionary measure, to safeguard further against the tempting moments and bumpy spots, he placed signs about his room that read: "God helps those who help themselves."

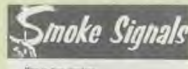


Any way



you look at

it, it makes sense.



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"Dolce vita" living today isn't everything, but Los Angeles Police Chief William H. Parker makes clear—

WHAT WE NEED TODAY

Interview by Euel H. Atchley

AS I waited in the outer office of the chief of police of Los Angeles, William H. Parker, I looked back through my own hall of memories. My father had retired from the Los Angeles police department after twenty years of service, and after World War II, I had worked as a vice-squad detective in the same city.

Today I would interview one of the most distinguished of chiefs of police. There is always a story behind the story, the unseen factors which give the ingredients of human achievement. I was ushered into the private office of Chief Parker, and after the usual social amenities, I launched into my quest for this story behind the story.

I discovered that Chief Parker is the second of five children, brought up in South Dakota.

"I remember home," reminisced the chief, "as a pleasant place, and the center of life for the whole family. There was always plenty of work, but home was warm and secure.

"Life today is much more difficult than when I was a boy. The family is no longer the center of influence, and there is," the chief feels, "a greater divisiveness in the home which spreads out into society. The home as the moral and ethical center has failed. Today's world is centered on the biological rather than the moral."

He suggested the term "la dolce vita," which means the pleasant life, the happy life, or pleasure at any cost, as best describing our present culture.

Technological changes and the dissonance caused by family dissolution contribute much to today's restlessness and uncertainty.

Chief Parker philosophized, "Unless the home regains its influence in raising youth as law-abiding citizens, unless it teaches respect and responsibility, unless youth are brought up as contributing members of society rather than dissonant elements, our civilization is doomed."

■ ■ As this issue of *Listen* goes to press, word comes of the sudden death of Chief Parker. This article, then, represents some of his last words to a coming generation, who face the greatest problems and challenges in history.—Editor. ■ ■

Chief Parker places the family as the chief unit in crime prevention, followed by education and religion. "The police department is merely to protect society from dissonant elements."

In his opinion, the Watts riots of 1965 were triggered by these dissonant elements, with an able assist from alcohol. He sees alcohol and narcotics as character-destroying evils, as an escape and cover for inadequacy.

"This inadequacy may be traced to lack of family training and unity," the chief continues; "but whatever its cause, inadequacy is never solved by the drink or by the shot."

The most serious problem we face today, according to Chief Parker, "is the trend to relieve the individual of responsibility. This can lead only to chaos, for the whole basis of civilization is individual responsibility. No society or government can continue its existence without discipline."

The greatest danger of the Great Society, as Chief Parker views it, "is the rationale that because moral breakdown is attributed to environment, the government must control and manipulate environment. Moral initiative and responsibility cannot be created by force. The government can help by using its enormous influence to build and sustain the home, but it cannot legislate social or moral equality. Any attempt to create or enforce equality can result only in reducing the moral and cultural level of life. There can never be equality of attainment, only equality of opportunity."

Today's biological predominance may also be seen in music, dancing, and entertainment. The numerous singing groups and the effect they engender on teen-age girls "magnify the frenzied emotional emphasis of our culture." As a further indication of the supremacy of the biological, Chief Parker raises the question, "Is it not amazing that an individual who sings and makes physical gyrations, commands a million dollars a year, while leading educators and public servants are paid a mere few thousand dollars a year?"

Chief Parker cites our greatest need as the rediscovery of wholesome family togetherness, with the placing of emphasis on moral responsibility rather than on material gain and pleasure. "I do not desire," he says, "that we return to the technological horse-and-buggy age; however, there must be a return to individual integrity and responsibility if our culture is to survive. Parents and educators must teach that recreation and pleasure are the rewards of self-discipline and responsible living. They should contribute to family togetherness, building physical and moral strength."

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JAMES GARNER— He's His Own Man!

*Duane
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A MAN decorated for heroism under fire isn't likely to be questioned when he takes a personal stand on an issue. And nobody takes issue with big James Garner, a man who knows his own mind on many things.

One of the best-known names currently in show business, Jim is looked up to and respected by friends and associates. One of his biggest rooters is Doris Day, who has worked with him in films.

"Jim is a wholesome, clean-living man," she says. "He loves his family, enjoys his work, plays golf, and has more fun than anyone I know. He has a delightful sense of humor."

Jim, like Doris Day, doesn't have much time for the so-called social swirl of Hollywood. Although he plays golf with some of his cronies, he refuses to go along with the crowd or do the "in" thing whatever it may be. He couldn't care less if he doesn't get the best table at a restaurant, or if he doesn't make the big parties everyone is talking about.

"In fact," he says candidly, "I don't particularly like parties. When you don't drink, there is nothing more boring than going to a cocktail party and listening to people talk. No one makes sense."

Six feet three inches of well-distributed brawn, Garner was marked early for stardom after early-career appearances. A native Oklahoman, born in Norman, town of oil wells and American Indians, James Garner is proud of the Indian blood in his veins and thinks today some of his dislike for typical Hollywood publicity can be traced to this heritage.

Because of a broken home and a series of stepparents, by the time he was thirteen he was earning his own money; and at sixteen he joined the merchant marine. When his father opened a business in Hollywood a year later, he followed. But city life wasn't for him, and the boy packed up and headed back to finish high school. Deciding he needed still more education if he wanted to make anything of himself, he signed up for business administration at the University of Oklahoma.

"I didn't have the self-discipline to stick with it," he can say with complete objectivity today. "I was so restless that anything I set out to do became boring after a short while. I decided the Army might teach me to control myself, so I joined the infantry and was sent to Korea."

Fourteen months of fighting won him many good friends among his buddies, and also the Purple Heart; but he won't stand for being called a hero.



Carrying telephone poles helped Jim's muscles for a movie part.

"I received the Purple Heart for getting shrapnel from behind," he says with a grin, "which should give you some indication of the direction I was going at the time I was hit."

Oddly enough, it was Korea where he thought of acting for the first time—when his buddies teased him about looking like a movie star.

Once the war was over he drifted from job to job as waiter, oilwell worker, soda jerk, lifeguard, bathing-suit model, hod carrier, chauffeur, dishwasher, tugboat hand on the Mississippi, and a few others.

Money was his motivation in those early days, but as he has made more of it, he has come to place a different value on it.

"Money means nothing. When I made \$100 a week, I thought I could be happy forever on \$300. When I made \$300, I wanted double that. The only good thing about money is when you can afford to give a lot of it away where it's needed."

Seeing as much of the world as he has, making his own way since early boyhood as a "man's man" if ever there was one, Jim saw enough of drinking to do him for two lifetimes, and he made his decision early in life not to drink.

He is also a good argument against the contention that insecurity needs a crutch like alcohol. Although he looks like a tower of strength and is strong-minded, he has had his own emotional problems ever since losing his mother as a small boy. Yet he never looked for answers in drinking.

"Insecurity has always been my big problem," he admits, "I've had to fight it all my life, and I'm still fighting it. But in one way I consider myself lucky. I've always had a great insight into people and what makes them act the way they do. And I also have an insight into myself. I've never fooled myself about my motives, and my insecurity is no great mystery to me. It's a pretty natural reaction to the way I grew up."

Gratitude is a strong point with Jim. His best friend, Jack Kelly, is the man he thanks most for his career and "for making me look good as an actor," since the two worked together as brothers in a film series. Serious about his golf game, he's often found teeing off with Jack; and he plays to an eight-handicap, which means he's breaking eighty most of the time.

James Garner does have a good touch on the "green"—look at all that money per picture for a man who never really learned acting. Furthermore, he's his own man all the time, which is more than many can say.