

THE
SUNDAY

Chronicle

NORTH JERSEY'S ONLY WEEKLY PICTORIAL MAGAZINE



MARCH 8, 1964

VOL. XXXVI, No. 10

4 ways to save;

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\$50 **NEW JERSEY BANK SAVINGS BOND** **\$50**

DATE OF ISSUE _____ OFFICE _____ L 2533

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ON THE COVER

Getting clipped — might well be the title of this cover picture. The little boy sitting in the chair with "Ma" proudly standing by to supervise any joyful outbursts, is getting his first 'man' haircut. While all this is going on the head of the family "papa" is in the background a little apprehensive of the outcome.

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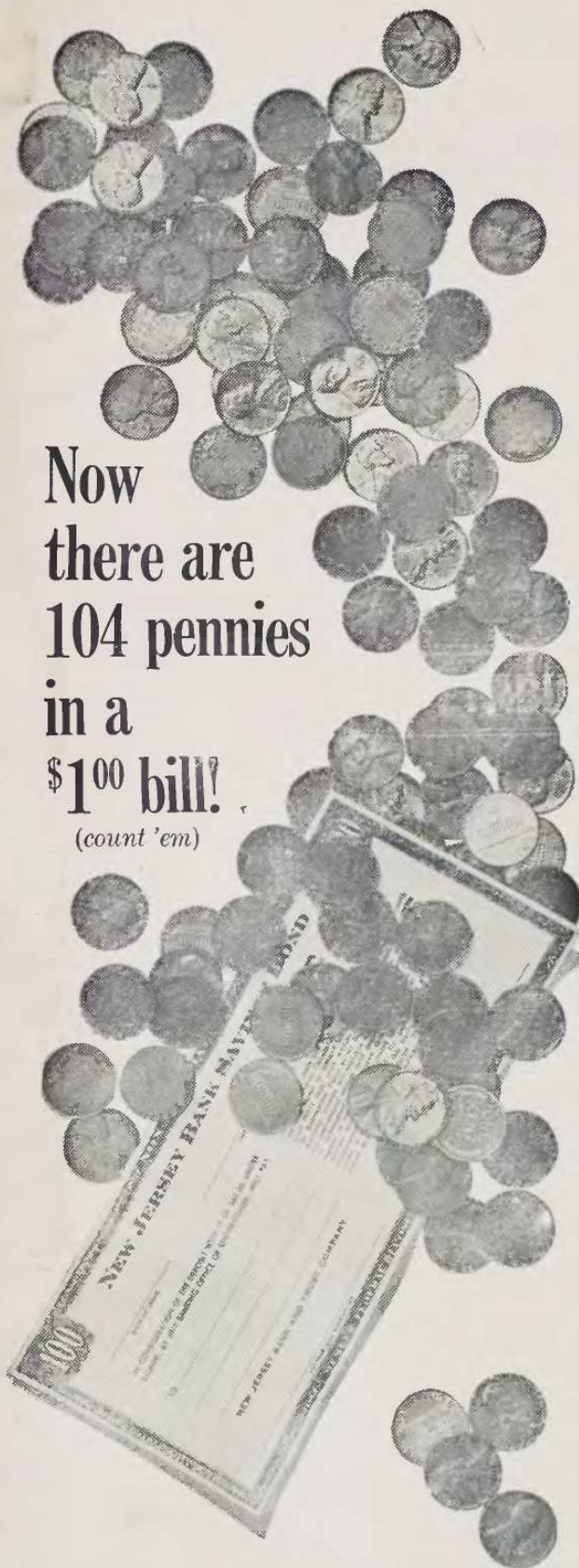
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CAN YOU TELL AN ALCOHOLIC

Most people, when they think of an alcoholic, imagine some bleary-eyed, ill-smelling unshaven bum in filthy rags.

There are five million alcoholics in the U. S. today, according to the National Council on Alcoholism, and the disease costs a total of a billion dollars a year — a conservative estimate. Where does the money go? To pay for hospital, prison, and welfare expense . . . the loss to industry . . . the accidents caused by alcoholism.

That's why alcoholism is a threat to you — even if you never took a drink in your life, even if you never will. That's why you should know something about it, and do something about it.

An alcoholic may feel terribly alone — but he isn't. For every alcoholic, five people are personally affected. Indirectly, all of us are affected.

It might surprise them to learn that most alcoholics have well-paying jobs, children, nice homes. They may be gifted, sensitive, charming. One may be president of your board of education . . . your butcher . . . your bowling pal. He may be your relative. Your next-door neighbor. You.

Few recognize them. And few of them can — or will — recognize themselves.

These are the hidden alcoholics.

Look at these statistics: 75 million Americans (67 per cent of all adults) drink; of them, one in 15 has a drinking problem; and of these 97 per cent are **not** on skid row.

Let's meet a few.

There's the Seattle businessman who can drink all his friends under the table. And does. Often. And at work, he says: "I do better with a few drinks in me." It's true too. He **needs** those drinks.

There's the Ohio housewife who needs a pick me-up after sending the kids to school . . . after the vacuuming . . . to welcome her husband home . . . before dinner . . . watching TV . . . and, of course, a nightcap.

A New York college professor needs a shot before facing his classes — and to be charming to the wives of the other professors. A few people suspect that he drinks on the sly. But he's a good teacher — even if he does cut classes frequently.

The National Council on Alcoholism lists these stages in becoming a problem drinker.

1 — You drink socially, beer and other low-alcoholic drinks. There is no set pattern to your drinking.

2 — You get drunk with some regularity. You begin having blackouts — no, you don't pass out. You just forget, you have a memory blank.

3 — You gulp your drinks instead of sipping them. And you sneak drinks. Liquor has become important in your life — and you don't like to think about it. At this point, you can still stop drinking. But if you don't . . . you will have passed the danger line.

4 — You drink more than you planned to; you become drunk when you planned not to; and you become extravagant with money because of your new-found confidence.

What comes afterwards — the "eye-opener," belligerence, self-excuses, benders, self-hatred and resentment of others, "the shakes," hopelessness, and insanity or death — may take months . . . or even 10 to 20 years.

EIGHT SAFETY TIPS FOR PREVENTION OF ACCIDENTS

Recent tragedies involving plastic bags have pointed up a surprising and little known fact:

Over 50,000 Americans die each year as a result of suffocation!

These are, each year, 50,000 "other fellows," for everyone knows that **he** won't ever face a suffocation problem. Still, according to Dr. John Henderson, medical director of Johnson & Johnson and one of the world's ranking authorities on first aid, "It's like that thousands of lives would be saved each year if only people knew more about how to avoid suffocation, what actually causes it, and how to help someone who has stopped breathing."

Though drownings and leaking gas make most of the headlines, many people are unaware that suffocation can be caused by poisoning . . . electric shock . . . even a bad fall!

Uncounted numbers of children have lost their lives in refrigerators whose owners, when discarding them, failed to remove the doors and punch holes in the sides. Dark closets, fearsome places to most little tykes, fully deserve the dread with which they are regarded; often airtight, they have claimed hundreds of lives.

Were you aware that most people who lose their lives in fires die as a result of suffocation rather than burns? It's a fact! The overwhelming majority of those who die in fires are first overcome by smoke.

Each of these eight safety tips represents an ounce of prevention that will help you to avoid situations in which suffocation could occur.

1. Remove the lethal threat of carbon monoxide by replacing burned-out car mufflers promptly and by making sure gas heaters in the home are vented to the outdoors. The car window and the window of any room in which a gas or oil heater is in use should be slightly open even on the coldest day.

2. If there's a baby in the family, protect him against the threat of suffocation by using blanket rings to secure the corners of the crib blanket.

THROW AWAY PLASTIC BAGS

3. Few homemakers realize that dust is not only a nuisance but a potential hazard. Because dust and flour are explosive, they should not be thrown into a stove fire or a burning incinerator. Always wrap dust or flour before disposing of it.

4. Always unplug electrical appliances before cleaning them, never clean any electrical appliance in the sink. It's also wise to disconnect your electric iron when interrupted by a ringing phone or doorbell.

5. Make sure that stoves, heaters, furnaces and chimneys are clean and in good repair, storage areas uncluttered by old newspapers, broken furniture and other inflammable debris, appliance cords not worn, frayed or grouped around dangerous "octopus outlets."

6. Remove flammable liquids such as gasoline and other explosive dry cleaning fluids from your home. A tiny flame or spark, even from static electricity, can ignite gasoline vapor.

7. If you don't know already, learn how to recognize the symptoms of shock and treat wounds. Suffocation can result from shock due to loss of blood.

8. If you or any member of your family must use barbiturates, sleeping pills or any other sedative or stimulant, be sure you don't exceed the dosage specified in the prescription.

Mouth-to-mouth rescue breathing, a lifesaving technique officially adopted by the American Red Cross and approved by Civil Defense authorities, is now preferred by most doctors to manual methods of artificial respiration. It's easier for the first-aiders and delivers a much larger and faster supply of air.

An ingenious new device is available which makes the mouth-to-mouth technique easier to administer and at the same time is an esthetic refinement of this technique, since it eliminates the necessity for direct oral contact with the victim. Called the RESUSITUBE Airway, it is a pocket-size, S-shaped breathing tube invented by an anesthesiologist, which provides a mouthpiece for the rescuer and an airway through which the victim can receive breaths of 1,000-2,000 cubic centimeters of air.

Five to ten of these breaths, administered immediately, could revive a victim within ten to twenty seconds. Manufactured by Johnson & Johnson in both adult and infant sizes, the RESUSITUBE tucks into pocket, purse or glove compartment, ready to save lives in emergencies. It does the same job as heavy oxygenating units, according to professional rescue teams. Its use is extremely easy:

1. Place the victim on his back, face up. If foreign matter is visible at his mouth, turn his head to one side and **rapidly** wipe mouth and throat clean with your fingers or a piece of cloth. Don't waste precious time trying to empty the lungs or stomach of a drowning victim, but proceed with resuscitation **at once**.

2. Taking a position at the head of the victim, tilt his head back and insert the Resusitube over his tongue till the flange rests on his lips. Hold tongue with fingers during insertion to make sure tongue is not pushed back into throat.

3. Close victim's nostrils with your thumbs and press the flange over his lips with your index finger to prevent air leakage. Hold chin upward and toward yourself with remaining fingers, being careful **never** to let chin droop.

4. Blow into tube, forcefully for an adult, gently for a child, only puffs from your cheeks for infants. When the victim's chest moves take your mouth off the tube and let him exhale. When he has finished, blow in the next deep breath. Blow rapidly the first few times; thereafter about one breath every three to four seconds is enough. Keep up until he starts breathing naturally or is pronounced dead by a physician. If he is taken to a hospital you **must** ride along to resume resuscitation if he stops breathing again.

If you've read this article carefully, you now know more than nine out of ten of your fellow citizens about the causes, prevention and treatment of asphyxiation. Should an emergency arise, let's hope you — and not one of those nine other fellows — are on the scene. If you are, everyone will breathe easier.

HORSELESS CARRIAGE PIONEERS COMMITTED TO ASYLUMS

Think the Rolls-Royce is the most expensive standard car? That Henry Ford invented the gas-driven automobile? That the earliest drivers were proud of their possessions? Not a bit!

The most expensive standard car is the Spanish Pegasos, with prices at the \$27,000 level. The earliest gas-driven passenger car was invented by Frank and Charles Duryea of Massachusetts, early in the 1890s. As for the first drivers, they were clowns — cars were feature attractions, along

The car with the most personality? Ken W. Purdy, in with tigers and trapeze artists, in circuses!

SOME SUPERLATIVES

speed: 15 miles an hour.

It's surprising how little most car-owners know about the curiosities and histories of the vehicles they drive.

The **fastest** car speed is 403.135 miles an hour, achieved in his book "Kings of the Road," mentions the Bugatti, the by John R. Cobb in 1947.

The **oldest** car still in running condition is a steam carriage, built in England in 1875, and now in a museum. Top Rolls-Royce, the Duesenberg, and others, then adds that "many a man competent to know will argue that the most completely appealing and unforgettable personality ever built into a car was put into the smallest of them all: the MG Midget." He goes on: "For no engine ever came off the drawing boards that would take more heavy-footed day-and-night abuse, like it, stand up under it and come back for more, as the MG engine."

SOME HISTORY

Some pioneers searching for a horseless carriage back in the 18th century were actually put into insane asylums.

In 1740, a Parisian constructed a self-moving carriage run by clocksprings. It worked too. "Nevertheless," reported an observer, "several members of the French Academy agreed in declaring that such a piece of machinery would never circulate freely through the streets of any city."

Early inventors met frustration everywhere. A steam-operated carriage of 1765 managed to travel at 2 miles an hour. Five short years later, its speed was increased by 50 per cent — to 3 miles an hour. But traveling at that reckless rate, the carriage went out of control and landed in a ditch.

When internal-combustion engines became better known in the 1890's, they became the butt of many jokes and taunts. A popular gag at the time was about a car that had a wooden frame, wooden wheels, wooden body and wood'n run. Another: "What do you call this machine a runabout?" "It runs about five miles and then breaks down." (That was true: in the 1890's, you tinkered with a car for five hours so it could run for one hour.)

Everybody was skeptical. Typical was the comment by Hetty Green in 1904, when she was the richest woman in America. "Auto? I'd rather have a donkey. They are extravagant things. They chug-chug along wasting money, destroying nerves, breaking and smashing property."

Naturally, the U. S. Government was skeptical too. In 1899, the War Department released this statement to the press: "Three motor vehicles have been purchased by the War Department for the use of officers. Each is quipped so that a mule can be hitched to it should it refuse to run."

Across the ocean, the outlook was, if possible, even worse.

In 1865(Parliament passed an act requiring that no self-propelled vehicles travel faster than four miles an hour in the country, and no more than two miles an hour in a town. (We walk at three miles an hour.) Not only that, but 60 feet in front of all such vehicles a man had to be waving a red flag?

No doubt the law was passed because of popular disapproval of automobiles.

Steam-powered buses, used around London, gave off sparks, smoke, and even live coals. Once, when a bus arrived in a neighboring town, the townspeople rioted and stoned the passengers.

In 1896, freedom was given to English car owners — but it wasn't until many years later that cars became big business there. Credit goes to a man named William R. Morris, who in 1912 converted his bicycle-repair shop into one for making autos.

Soon Morris cars became one of the greatest industries in England; and Morris himself, who began his career as a struggling bicycle-repairman, became rich enough to give away \$100,000,000 to charity, and was made a viscount.

Back in this country, 1895 may have marked the beginning of the automobile's golden age. That was when H. H. Kohlsaat, publisher of a Chicago newspaper, offered \$10,000 to the winner of a 52-mile racing contest for horseless carriages.

The date was set, the publicity was tremendous; nearly 100 entries were promised. November 2 arrived — and so did four cars. Two never moved beyond the starting line. Only one made the entire trip. A short time later, on a freezing Thanksgiving Day, another race was held. This time, six cars were entered, and three finished.

The race did two things. The publicity helped make Americans automobile conscious; and, because all the prizes went to gas-driven cars, those propelled by steam or electricity were superseded.

REMEMBER THEM?

It's a shame that people like the newspaper publisher are virtually forgotten today, just as it is that we rarely hear about such men as Tazio Nuvolari, Frank Curtis, T. J. Thorp, J. K. Grant, and Hugh Chalmers.

Tazio Nuvolari was probably the greatest racing driver who ever lived. Small, rough and tough, "Il Maestro" survived seven crack-ups and won hundreds of races before he retired.

In Ireland, in 1933, Tazio was given a Magnette to ride. He had never seen one before, didn't understand how the gear shift worked. (His English-speaking mechanic thought that Nuvolari had understood his sign-language.)

But during the try-out, when "Il Maestro" was taking a sharp turn and tried to switch from fourth to third gear, nothing happened — unless you count three dizzying spins, a broken store front, and an unscheduled visit up a side street.

During the actual 478-mile race, Nuvolari — now an expert on Magnette gears — gave the car everything it had — except the brakes. He took corners so fast that he carried bits of wood (from a telephone pole) and fragments of masonry (from house corners) with him. When the nearest contender, an MG Midget, passed him, Nuvolari had his mechanic bend down and lie on the floor to lessen the wind resistance.

1864 1873 1882 1898 1924
 1926 1927 1929 1930 1931
 1935 1938 1940 1941 1942
 1948 1952 1963 1964

A CENTURY OF SERVICE

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