

U-M Study Reveals:

Link Illness and Drinking In Rising Traffic Deaths

ANN ARBOR—"The nut behind the wheel" may be more common—and more risky—than many people think, says a University of Michigan psychiatrist.

Dr. Melvin L. Selzer, has been combining psychiatry with highway safety since long before the public paid much attention to the rising traffic toll.

In a recent study, which is now being extended and refined, he found that 36

Easter Seal Drive Brings in \$48,088

Closing the books officially on the 1966 Easter Seal Campaign, the Easter Seal Society of Western Wayne County reported a total of \$48,088.29 contributed by residents of the area. Although this is somewhat under the goal of \$50,000 set by the leaders in the campaign, it does represent an increase over the 1965 Campaign.

In expressing his appreciation to local leaders and to their neighbors who contributed to Easter Seal services for physically handicapped children and adults, Philip M. LaBo, General Chairman for the campaign summarized some of the highlights of the fund raising efforts.

"Seven communities (Dearborn, Dearborn, Lincoln Park, Melvindale, Northville, Plymouth, and Wayne-Westland) exceeded the fund raising goals," he pointed out. "Several other areas were just slightly under what they had hoped to collect."

"In all but a few instances, local reports showed an increase. The most successful appeals were those special, individualized letters to former contributors of \$5 or more, and the street sales of paper lilies. Returns in the paper lilies category increased by 20 per cent, and the Lilly Parades by 34 per cent over 1965."

"Easter Seal services are very personal," LaBo commented. People telling their friends about Easter Seal classes and clubs for handicapped children and adults; a neighbor who uses a wheelchair loaned by the Society; a visit to the Easter Seal Center during Day Camp or someone who has secured information concerning a resource to meet special needs; all these experiences help to point to the Easter Seal Society of Western Wayne County as a source of help in meeting those needs which cannot be met by any of the other agencies also serving those who are handicapped.

"The response to our appeal comes mainly from individuals who have an interest in maintaining these flexible services nearby. We do appreciate serving in the names of those people," he concluded.

State Fair to Honor Michigan's Veterans

Who is the oldest Armed Forces veteran in Michigan? Which Michigan Veterans have won the most decorations?

The Michigan State Fair wants to know because it wants to honor these men on Saturday, Aug. 27, the day set aside by the Fair for special tribute to American veterans.

The 117th Michigan State Fair opens Friday, Aug. 26, and runs through Monday, Sept. 5 (Labor Day).

Special events scheduled for Armed Forces Day will include marching band and drill team demonstrations, presentation of awards, a parade to the Veterans Monument and a Memorial Ceremony.

State Fair officials are now seeking men to receive the awards.

One will go to the oldest Michigan veteran now residing in the State. Any veteran who feels he qualifies should include in his entry the date of birth, date of service, branch of

of 72 drivers responsible for fatal traffic accidents had serious chronic drinking problems. And 42 of the 72 suffered from some mental illness or alcoholism.

Dr. Selzer's research is an example of kind of programs planned for U-M's new Highway Safety Research Institute. Other subjects, involving other faculty members, will range from steering wheels to sociology and from tires to trauma.

Scouts Give Swimmers Safety Tips

Thousands of Boy Scouts from the metropolitan Detroit area will be taking safe swimming this summer because they'll be following some safety rules they have learned.

Take a moment to read the following safe tips from the Boy Scouts—they may save your life.

Always swim with another person—never swim alone.

Stay out of the water for an hour after eating—it lessens the chance of severe cramps.

Before jumping or diving in, make sure the water is deep enough.

Don't swim when overheated or chilled.

Avoid fast currents and whirlpools when swimming in rivers and streams.

Always check the bottom for obstructions, rusty cans and broken glass can cause painful cuts on your feet.

If you don't swim too often, don't swim too long.

Swimming is very strenuous exercise. Obey the rules at public beaches and listen to the lifeguard. If you're out on a boat or canoe and it swamps or overturns, stay with it—it will support you in the water until help arrives.

And finally, the Boy Scouts say to follow this simple rule: when you see another person in trouble in the water—throw, row, or

Throw a life saving ring, or any other handy object that floats to the person in trouble—it will support him in the water until he can be reached by boat.

Row—if there's a boat nearby, use it to go to the assistance of the person in trouble.

Go—only when there is no other alternative should you try to rescue someone by swimming to them—and then only if you are a strong swimmer who has a knowledge of lifesaving techniques.

Many would-be rescuers lose their lives in attempting to save someone else who has become frightened in the water.

The institute was established with a \$10 million grant from the automobile industry to the U-M to develop a comprehensive approach to highway safety. It derives part from each program.

Dr. Selzer's research is paying plans for developing an "alcoholism test."

"We want to see if there is some way to identify an alcoholic at the time he applies for a driver's license, or at least when he is called in for excessive violations. If there is some kind of foolproof interview clearing the streets and highways of a real menace," he said.

But with alcoholics and other mentally ill persons on the road, "other drivers are like ducks sitting in a shooting gallery. Getting tough will not protect us because these are not accidents but inevitabilities."

Dr. Selzer's findings are subject to opposite interpretations. One view supports the argument that only remedying drivers will lower the traffic toll. The other view is that driver-oriented safety programs are futile.

Of the 72, Dr. Selzer found 23 to be alcoholics and seven to be epileptics, pre-epileptics. All but one had been drinking just before the accident. In addition, 11 of the 36 non-alcoholics had been drinking.

Of the 29 alcoholics, 17 had a passive-aggressive personality that could be identified by a psychiatrist. Six had a sociopathic personality. Five others had various psychiatric disturbances.

Among the 36 non-alcoholics, however, only 13 had detectable mental illness.

Dr. Selzer also found a close relationship between alcoholism on one hand, and paranoid thinking, depression, violence, and suicidal acts or thoughts on the other.

The alcoholics, in addition, had been involved in about twice as many accidents, before the fatality, as the non-alcoholics. And eight alcoholics had been convicted of less than 100 days of drunken driving. Sixteen of the 72 had been arrested at least once for driving while their licenses were revoked.

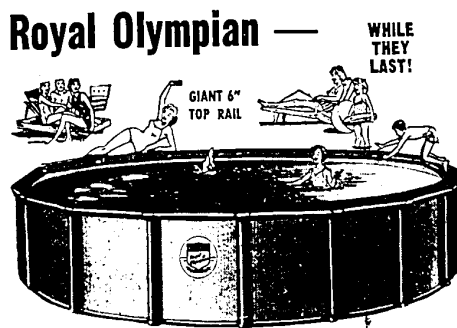
What is to be done? Dr. Selzer says:

"The alcoholic drives to day, even when repeatedly apprehended, is neither effectively restricted from driving, nor required to seek treatment."

"The result is that he continued his deprecation until he removes himself by way of fatal injury... only a program designed to protect us from the inevitabilities which are now mislabeled accidents."

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