

'Tell It Like It Is,' Sex Educator Says

The "tell it like it is" generation of young people demands additionally that it be "now" in the area of sex education, a prominent Austin clergyman and social worker says.

"What they are seeking is fulfillment and meaningful personal relationships," explained Dr. Robert E. Ledbetter Jr. in a Health Education Seminar. Pointing out that one of the most important social area relationships is between man and woman, the marriage-family relations counselor believes properly oriented sex education will have positive answers to a whole cluster of social problems.

"Teenagers and young adults are participants in a new freedom... called by some the 'age of consent,'" the University of Texas Mental Hygiene Clinic staff member remarked. "They have a straight-forward way of dealing with a topic. They talk about it when it needs talking about."

THE TROUBLE, as Ledbetter sees it, is that sex education of young people has been poorly planned and haphazardly handled,

if at all. Adults, pleading embarrassment or acting Victorian when the topic comes up, have been purposefully withholding information and "aiding and abetting immorality, contributing to illegitimacy, venereal diseases and juvenile delinquency," the speaker reasoned.

He cited several statistical indications of the "age of immorality" but noted some experts refute the findings.

"For example, one source predicts that one of every six girls now 13 years of age will bear a child out of wedlock by age 20," the ordained minister offered.

"WHAT IS important is that young people and young adults are assuming more responsibility for their conduct," he added. They continue to look to parents and teachers for illumination of their own feelings, realizing a tremendous need for some understanding of human sexuality.

Ledbetter reported that three of four public schools will have sex education programs in their curricula this fall and that the programs will need the complete support of school-agers' parents.

"There are three effective sources of sex education, peers, schools and mass media," he noted. "Schools provide the most important means because it is the only method that takes advantage of self-conscious programming. Yet it is the least efficient."

"And notice I haven't even mentioned parents or churches. We've got to admit we've not handled the problem well in the past. Parents have the first responsibility for setting their children's values, but this has been abdicated. The process is now put on our public schools," Ledbetter continued.

HE ADMITS there are problems in the school programs. Sex education must be structured to provide physiological and biological reasons for human sexuality. More important to the majority of teenagers who know the mechanical details are the psychological aspects.

"They want questions answered about attitudes that relate to feelings on human sexuality," added the social worker who has dealt with youth in the Travis County Juvenile Court and Houston's Jewish Family Service.

He admits most teachers probably are not equipped to handle such questions, but that only recently in Austin have schools turned to UT clinic personnel for assistance.

"The problem is not all with the socio-economically deprived," Ledbetter asserts. "An Austin lawyer, a well-educated man, called me for assistance. He was embarrassed to attempt to answer the questions of his 15-year-old son."



SNOW ISLAND
J. C. Watson and Freddie Fox, 8 perch atop a snow bank and watch water from the ice-jammed Loup River rise around the Watson home in Columbus, Neb. (AP Wirephoto)

Wartime Transport Demands Mean Speculation: McGruder

"Cold comfort" can be taken in the fact that U.S. transport capability might better sustain nuclear attack than the transport users, the director of the Office of Emergency Transportation observed here.

OET Director John L. McGruder was one of the key participants in the 11th annual Transportation Conference jointly sponsored by the Department of Transportation and Texas A&M. The two-day meeting on "Emergency Control of Transportation" concluded Friday.

"In the event of a general nuclear war, there is relatively little experience to go on," McGruder pointed out. "We must speculate—and try to simulate—what the conditions and demands would be."

He said it is generally recognized that full-scale nuclear war would create a vastly different situation than existed in World War II, but he pointed out it is possible for the U.S. to find itself in a limited war, the conditions of which resemble those of World War II.

"BOTH conditions," McGruder emphasized, "share one common essential of preparedness: an intelligent and informed body of transportation people—in and out of government—who will work together to resolve the nation's transport problems."

"In any such national crisis,"

he continued, we must expect some breaks with custom and the past.

Priority requirements for transport, the OET executive explained, will be defined by the government with the military, international, industrial and consumer complexes competing for priority.

DETERMINATIONS will be made by the government, McGruder continued, and can be expected to change as the situation changes—as requirements and their relative priorities and the availability of transport change.

"We cannot know now what the transport demand and supply will be," he added, "so we cannot definitively allocate now, in advance, the transport to fill anticipated needs."

If it should ever occur, the actual situation would probably require completely different allocations, the federal official ad-

mitted, but emphasized now is the time to begin thinking of the needs and the measures to fulfill them.

"WE CAN, now, develop procedures by which we would operate, to make and implement decisions in emergencies," McGruder reasoned. "We can, now, develop standby procedures for control of the use of U. S. civil transport under emergency conditions and we can develop an informed corps of transportation people who would constitute our greatest resource."

"If we continue to give this our attention," he concluded, "we will be better prepared to meet whatever emergency our nation may face in the future—and our controls will enhance, and not interfere with, effective transport use."

The conference attracted 150 industrial and governmental transportation officials from throughout the nation.

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want an honest appraisal," he said.

ELECTED recording secretary was John Beckham, assistant dean of the College of Science.

The committee designated four problem areas in computer registration: its effects on students, on departments, on colleges and on system procedures.

System procedures, the committee agreed, included basic policies on the preferred treatment of some students to others, handling the student traffic in the add-drop procedure, and preventing computer printouts from being returned to the departments.

After the meeting, the subcommittees each elected a spokesman and a recording secretary.

Forty-four 1-0 games were played in the National League last season, a major league record.

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- To initiate new steps to curtail RAMPANT spending in an attempt to allow our TAXES to stabilize at a nominal rate.
- To bring the government back to the people by promoting greater use of CITIZENS ADVISORY PANELS made up of a CROSS-SECTION of our populace.
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