



Unanswered Questions That Led Grand Jury To Open New Investigation of Ted's Accident

A Grand Jury reopens the investigation into how Mary Jo Kopechne met her death in Senator Ted Kennedy's car on July 18, 1969 . . . The mother of the dead girl says she is not satisfied with the Senator's explanation of the accident . . . And again everyone is asking "Did Ted Kennedy tell the truth in his account of the accident?"

Many serious questions are raised by Time Inc. senior editor Jack Olsen in his book, "The Bridge at Chappaquiddick."

And Dukes County Grand Jury foreman Leslie H. Leland, a druggist in Martha's Vineyard, Mass., told The ENQUIRER: "It is unanswered questions like these which led me to my duty and made me call the Grand Jury . . ."

Mary Jo's mother also feels the whole truth hasn't been heard. Mrs. Joseph Kopechne told reporters she is not satisfied with Ted Kennedy's claim he was driving Mary Jo to catch a ferry from Chappaquiddick Island when the accident happened.



DEPUTY SHERIFF
Christopher Look

Mrs. Kopechne added: "Some questions go through my mind at certain times and I'd like to know if some of them have been answered." Many questions also remain in the mind of the American public.

From the personal and exhaustive investigation of author Jack Olsen and that of other reporters, The ENQUIRER presents evidence on five major points in Senator Edward Kennedy's statements to police and on television, which should have been thoroughly and openly questioned:

1. DID KENNEDY TELL THE TRUTH ABOUT THE TIME OF THE ACCIDENT?

In his statement to police the morning after the accident, he began: "On July 18, 1969, at approximately 11:15 p.m., on Chappaquiddick Island, Martha's Vineyard, I was driving my car on Main Street on my way to get the ferry back to Edgartown."

In his televised speech, July 25, 1969, Senator Kennedy said: "On Chappaquiddick Island, off Martha's Vineyard, I attended on Friday evening, July 18, a cookout I had encouraged and helped sponsor for a devoted group of Kennedy campaign secretaries. When I left the party, around 11:15 p.m., I was accompanied by one of these girls, Miss Mary Jo Kopechne . . ."

But Deputy Sheriff Christopher (Huck) Look told author Olsen that at 12:35 a.m., July 19, he was driving from the ferry on Chappaquiddick to his home on the far side of the island near Wasque Point.

Look said: "As I turned from Chappaquiddick Road onto School Road, I noticed another car approaching along School Road at moderate speed.

"Instead of coming round the curve, the oncoming car drove straight across the sharp elbow and poked its grill into a narrow sand road that leads north to a forgotten cemetery.

"I saw in my headlights as I passed that it was a black sedan, that there appeared to be a man and a woman in the front seat, and either another person or a suit of clothes, or some kind of projection showing as a dim shadow in the rear.

"I stopped my car about 60 feet from the black sedan, which had travelled about its own length into the cemetery road before stopping.

"I figured that the occupants were confused and wanted to know which way to go.

"I got out and walked back to help. Then the backup lights of the car flashed on, and I noted an L and some sevens on the license plate.

"When I was about 30 to 35 feet away, the car did a quick reverse turn and headed into the dirt and sand road that led east to Dike Bridge and the beach.

"I knew my brightwork on my uniform had shone in the backup lights of the other car and it was plain to me that the driver of the black car had seen me clearly and had raced away for a single reason: To avoid contact with the law."

Look was sure of the time he saw this car. He confirmed: "It was about quarter to one in the morning."

Did Look ever see the car again?

The Deputy Sheriff said: "I was at Dike Bridge later that morning when a car was taken from the water. When I saw the license plate, I realized it was the car which had been driven off down Dike Road."

How sure was Look that it was the same car? Asked that question by another person at the bridge that morning, Look replied: "How sure am I? I'm positive. That's how sure I am."

Shortly after the car was pulled from the water, Police Chief Dominick Arena told Look that the man who was driving the car was Senator Ted Kennedy.

Edgartown patrolman Robert Brugiere was with Look at the bridge when the car came out. He said Look claimed immediately: "Gee, Bob, I saw that car last night."

And Brugiere confirmed "He told the Police Chief and myself it was about quarter to one in the morning when he saw the car before."

Not at approximately 11:15 p.m. in the evening, as claimed by Senator Ted Kennedy.

The New York Times, on July 25, pointed out after reporting Look's statement: "If Mr. Look is correct, the Senator was already too late for the last ferry."

And the New York Post, on August 6, in a story from Edgartown, said: "Police Chief Dominick J. Arena is still 'satisfied' that the fatal auto accident involving Senator Edward M. Kennedy happened more than an hour after the Senator suggested it did in his report to the police.

"Arena said he was confident that Christopher S. Look Jr., a local businessman and deputy sheriff, had seen Kennedy's car on Chappaquiddick Island around 12:40 a.m. on July 19.

"Kennedy reported the accident as having happened 'around 11:15 p.m.'

"Arena made his comments in re-



DROWNED: The death of Mary Jo Kopechne is still shrouded in mystery.



DEATH CAR: The letter "L" and the sevens on license plate stuck in memory of Deputy Sheriff Christopher Look and his statements conflict with those of Ted Kennedy.

Kennedy's car disappear down the Dike Road an hour and a half later.

"Could Look be wrong?"

"Look is an observant officer of the law. He maintains the car he saw at that time was a black sedan with the letter L and seven's on the plate — Ted Kennedy's car.

"No amount of pressure or intimidation can make him change his story."

2. WHY DID KENNEDY DENY FAMILIARITY WITH THE AREA?

In his July 19 statement to the police, he said: "I was unfamiliar with the road and turned onto Dike Road instead of bearing left on Main Street . . ."

Olsen in his book says that after reading Kennedy's police statement, the island's special prosecutor, Walter Steele, who had been in on the case

sponse to questions by reporters.

"He (Look) was pretty positive about it," said Chief Arena."

Author Olsen sums up in his book: "On two occasions, Ted Kennedy pinpointed the time of the accident as shortly after 11:15 p.m. — in his statement to the police the following day and in his nationwide television speech.

"Deputy Sheriff Look says he saw

The book, "THE BRIDGE AT CHAPPAQUIDDICK," is published by Little, Brown & Co., and soon to be released as a paperback by Ace Books. The author, Jack Olsen, has been a police reporter, feature writer, radio and television news writer and newscaster, and magazine writer. He has written several best selling books.



TV EXPLANATION: Ted gave his version of the tragedy on July 25, 1969.

from the start, compared the statement with what he knew to be the facts.

There was considerable conflict.

Olsen says Steele knew: "Senator Kennedy was seen traveling the road several times that day. The Kennedy family has a long association with Chappaquiddick. The route from Lawrence Cottage (where the cookout was held) to the ferry is a simple matter of following the blacktop."

And the prosecutor came to the conclusion: "It is ludicrous of Kennedy to claim that he accidentally turned off the asphalt and onto a dirt road, proceeding in precisely the wrong direction for the ferry."

The New York Post, on July 26, reported: "Several residents of Chappaquiddick had said they saw the Senator driving on the paved road leading to the ferry on previous occasions."

The New York Times, on July 24, reported that at the intersection where Kennedy claims to have lost his way: "A sign with an arrow with glass reflectors on it for night driving indicates a left turn."

And the Drew Pearson, Jack Anderson column of August 8 said: "In the strictest of privacy, intimates have let some

of the details out of the bag . . .

"At the carefree cookout, Kennedy did his share of drinking, but intimates insist he wasn't drunk. He invited pretty, young Mary Jo to join him for a midnight swim, and they set out on a nocturnal adventure not uncommon on Martha's Vineyard . . ."

"The Senator and the girl drove in his black 1967 Oldsmobile down the only paved road on Chappaquiddick Island. As they roared along the island's north end toward the Edgartown ferry, Kennedy consciously, purposefully, made a hard right onto Dike Road, a dirt road leading only to the beach. He knew where he was going: He had been there many times before."

Five days later, the same column added: "Senator Kennedy has denied our account of what happened the night he drove off Dike Bridge and left Mary Jo Kopechne at the bottom of Poucha Pond. The details were drawn painfully from Kennedy intimates who would have no reason to falsify the facts . . ."

"My sources say he was quite familiar with Dike Road and the beach . . ."

The New York Post, on August 18, reported: "Mrs. Pierre Malm, who lives at the Dike House, won't talk to newsmen now, but she reportedly saw the car going back and forth near the bridge at Poucha Pond. Others saw it too . . ."

"Perhaps around about noon . . . the

car took the girls, Mary Jo presumably among them, to the beach at Chappaquiddick, down the dirt road and up to the bridge where she died later that night . . .

"The Senator's familiarity with Chappaquiddick Island before that day (accident night) remains a matter of conjecture. But John Edwards, Edgartown's assistant harbormaster, says he took Kennedy over there 'possibly several times' over the years that he worked as a ferry operator, between 1955 and 1963.

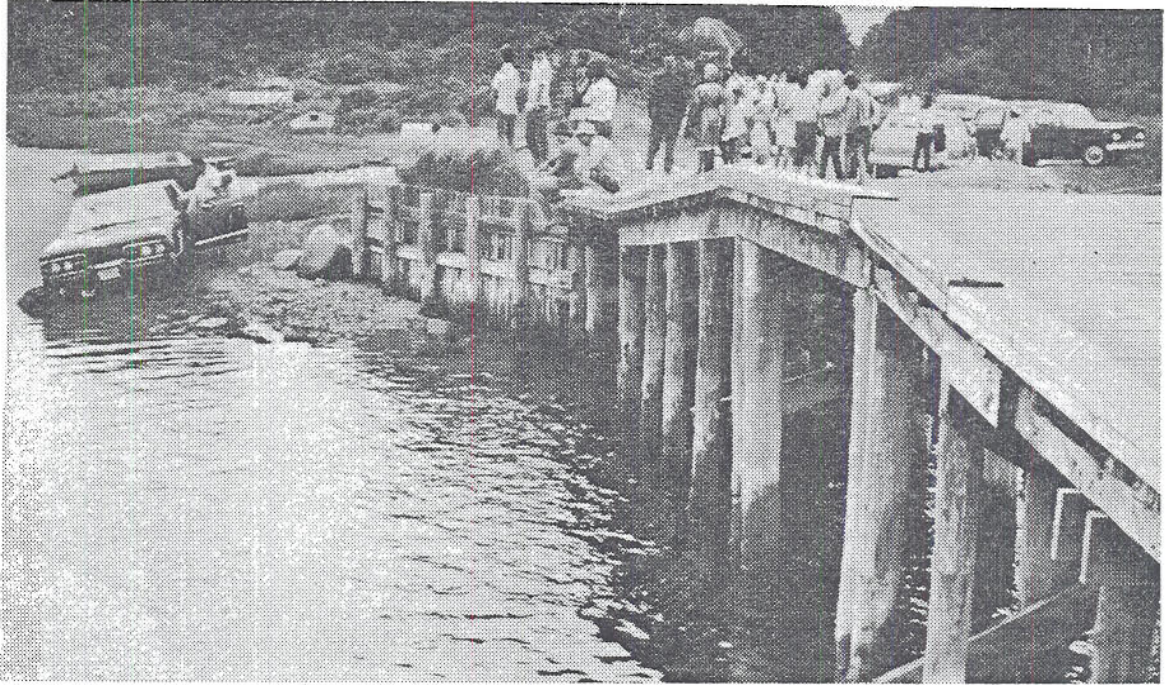
"All the Kennedys have been over here a couple of times,' adds Northan Warren Jr., top man in the partnership that owns the Chappaquiddick Beach Club."

Jack Anderson, in his syndicated column, confirmed on September 26: "This column has now unravelled some of the mysteries the girls (who were at the cookout) are helping to hide.

"What were the Senator and Mary Jo doing on Dike Road at the midnight hour? This column has established that three of the 'boiler room' crew, including Mary Jo, had crossed Dike Bridge earlier in the day to go swimming. Thus Mary Jo must have known that the road led to a secluded beach. Kennedy was also completely familiar with the area.

"Conclusion: The couple were heading for a look at or a dip in the ocean."

Why should Kennedy want to deny



SCENE OF TRAGEDY: After being hauled from water at Chappaquiddick Island, Ted Kennedy's car — in which Mary Jo Kopechne met her death — is viewed by curious spectators.

familiarity with the road to the ferry?

Olsen says: "A number of possible reasons come quickly to mind. His wife, who had two miscarriages, was lying pregnant a few miles away at Squaw Island. Even if she knew and approved of the party, and even if she knew and approved of the nighttime drive with Mary Jo, no wife could fail to be upset by public insinuations that would be made if full details came out.

"How would Kennedy explain his being in the car on the Dike Road? Inevitably, there would be more snickers about the Kennedy men and problems for the marriage.

"It was far simpler for Kennedy to fudge a few minutes on the time and claim that he and Mary Jo had been headed for the ferry, had taken a wrong turn, and had gone over the 'hill' and off the bridge."

3. WHY WAS HIS DESCRIPTION OF THE ROAD LEADING TO THE BRIDGE SO INACCURATE?

Senator Kennedy said in his police statement: "After proceeding for approximately a half mile on Dike Road, I descended a hill and came upon a narrow bridge . . ."

In his television statement, he said: "Little over one mile away, the car I was driving on an unlit road went off a narrow bridge which had no guardrails and was built on a left angle to the road . . ."

Again, Olsen says special prosecutor Walter Steele, with an intimate knowledge of the island, could not agree with Kennedy's statement.

The author says Steele thought: "There is no hill, only a slight bump in the road about seven hundred feet from the bridge. You don't 'descend' that bump and come upon the bridge. You pass beyond the bump and go along an almost flat stretch for a long distance before reaching the bridge. Meanwhile, your headlights shine squarely on the bridge."

Police Chief Arena confirmed: "The abrupt angle to the left and the low caplogs do make the bridge dangerous, but in the 20 years since its construction, Senator Kennedy's car was the first to have been driven off it."

Olsen asks in his book: "Why did such a dangerous-looking structure have a perfect safety record? The answer lies in the nature of the road and the nature of the bridge.

distances ranging as far as 300 to 400 feet away.

"Moreover, Dike Road provides the discerning motorist with ample warnings of other kinds. It is obvious that one is nearing the sea and that the road cannot go on much farther.

"The road widens into a parking area, the ripples in the road increase in depth, and at 70 feet from the bridge, there is a pronounced hole in the roadway, made by previous drivers applying their brakes. Another such hole jounces the car at 50 feet from the bridge. Even if the driver refuses to believe the sight that has been so clearly visible through his windshield for 300 to 400 feet, he has been warned by the changes in scenery, by the bumpiness of the road, by the parking area, and by the two deep ruts.

"Even at high speed, a driver would have more than enough time and warning to stop at the bridge.

"The accident cannot be explained by speed. It cannot be explained by poor visibility (the night was humid but clear). It cannot be explained by faulty equipment (the car was examined and found to be in excellent working condition) and it cannot be explained by any apparent driving error, at least within the normal range of human behavior."

4. COULD KENNEDY'S CLAIMED EFFORT TO SAVE MARY JO HAVE TAKEN PLACE?

In his July 19 police statement, Kennedy said: "The car turned over and sank into the water and landed with the roof resting on the bottom. I attempted to open the door and window of the car but have no recollection of how I got out of the car.

"I came to the surface and then repeatedly dove down to the car in an attempt to see if the passenger was still in the car. I was unsuccessful in the attempt . . ."

On television, Senator Kennedy said: "The car overturned in a deep pond and immediately filled with water. I remember thinking as the cold water rushed in around my head that I was for certain drowning. Then water entered my lungs, and I actually felt the sensation of drowning. But somehow I struggled to the surface alive.

"I made immediate and repeated efforts to save Mary Jo by diving in the strong and murky current, but succeeded only in increasing my state of utter

"As Kennedy said on TV, they were unlighted. So is the New York Thruway. Powerful headlamps are built into modern automobiles to help drivers cope with the darkness.

"The accident could sound plausible, if the motorist had come over the top of the hill, and suddenly his lights showed a hazard that could not be avoided, as Kennedy suggested.

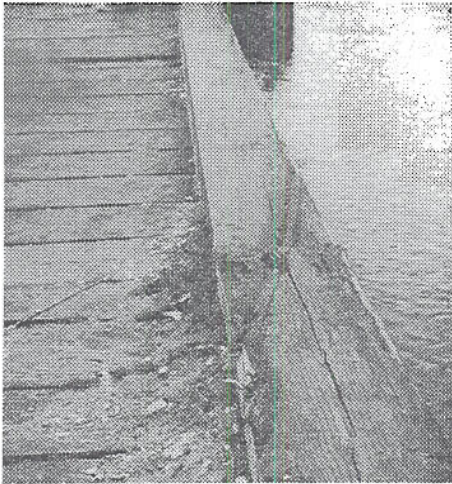
"The fact is that the approach to Dike Bridge is almost perfectly flat and perfectly straight, and the driver picks up the bridge squarely in his headlights at



PROSECUTOR
Walter Steele



POLICE CHIEF
Dominick J. Arena



CLOSEUP of wooden bridge shows scrape marks at right where Ted's car veered off into the water.

exhaustion and alarm. My conduct and conversations during the next several hours to the extent that I can remember them make no sense to me at all.

"Although my doctors informed me that I suffered a cerebral concussion as well as shock, I do not seek to escape responsibility for my actions by placing the blame either on the physical, emotional trauma brought on by the accident or on anyone else . . .

"Instead of looking directly for a telephone after lying exhausted in the grass for an undetermined time, I walked back to the cottage where the party was being held and requested the help of two friends . . ."

Olsen throws doubt on Kennedy's claims that the car fell into deep water, or that the Senator made the attempts to save Mary Jo.

Fosta Silva, an expert on the tides around Chappaquiddick, told the author the problems of working out conditions at Poucha Pond the evening of the accident.

"Figuring out the tides is no exact science," Silva said. "You can't go by the charts for Edgartown, because there is a big difference between Edgartown and Poucha Pond. The tides vary at the Dike with the moon and the winds and the ocean currents and everything else.

"The tides at Poucha Pond run forty-five minutes to two hours later than the posted times at Edgartown, but the only way to be certain is to go to the pond and look."

However, Olsen goes on to state: "Low tide at Edgartown was 9:45 p.m. on Friday, July 18, and therefore the water must have been low at the Dike Bridge between 10:45 p.m. and midnight.

"By watching the tidal flow on Saturday, and counting backwards, it is possible to place the low tide more exactly. By doing this, the pond's low tide had been between 11 p.m. and 11:30 p.m. on Friday night.

"At low tide, there could have been no 'strong and murky current' as Senator Kennedy suggests existed shortly after 11:15 that night. In fact, there would hardly be any current at all.

"It would be after midnight before the current would be running strongly."

Police Chief Arena, who swam to the submerged car on the morning of July 19, when the tide was running hard, told what happened.

"The car was about 40 feet out. I thought it would be a short and simple swim. I always believed myself a good swimmer, but immediately I entered the water, I realized I had underestimated the force of the current.

"There were several seconds when I felt I would not make it. When I finally reached the car, I was panting and tired, and simply to maintain position over the car was difficult. I finally managed to get a handhold on the car.

"I then tried to dive underwater to see the car, but immediately the current hit me like a fist and, for an instant, I went completely out of control. I was carried away from the car, almost to the pilings of the Dike Bridge.

"When I swam upstream against the current, I remember thinking, 'This is (Continued on page 19)

Ted's Accident

(Continued from centerfold)

awful. I'll never make it.' But I did manage to get a handhold on the car again.

"I tried several times to dive down again, but could not manage it because of the salt water in my eyes, and the force of the current."

Kennedy claimed doctors told him afterwards that he had suffered cerebral concussion and shock in the crash.

Was Arena, who found it impossible to fight the current, suffering from any physical impairment?

No. Arena said: "I was in excellent condition."

Yet he was unable to reach the submerged front of the car.

Arena told Olsen: "I figured I was beating my brains out for nothing. An unequipped swimmer could accomplish nothing against the powerful current. I decided to wait for the experts."

It was John Farrar, an experienced and fully equipped scuba diver, who eventually beat the current and pulled Mary Jo's body out.

Olsen says: "By specifying that the current had been strong, Kennedy seems to be contradicting his own estimated time of the accident.

"As one person told me: 'He can have it one way or the other, but not both. Either he went off the bridge at 11:15 p.m. and dived into a slack tide, or he went off the bridge later, and dived into a strong current.'

"His accounts of diving down and trying to rescue his companion raises doubts. Arena, a strong and healthy swimmer, was forced to give up in daylight after a few dives.

"Ted Kennedy, like other members of his family, was also a strong swimmer, but his back was weak.

"It needed the support of a tight cloth brace, and according to his own accounts he had just undergone a frightful physical ordeal by water. It is difficult to imagine him surface diving down to the submerged sedan in the black night, while the tide boiled and swirled through the choked passageway."

5. DID TED KENNEDY TELL THE TRUTH ABOUT NOT MAKING ANY TELEPHONE CALLS UNTIL THE NEXT MORNING WHEN HE RETURNED TO CHAPPAQUIDDICK ISLAND?

The Senator said in his statement to the police: "When I fully realized what happened this morning, I immediately contacted the police."

He said on television: "In the morning, with my mind somewhat more lucid, I made an effort to call a family legal adviser, Burke Marshall, from a public telephone on the Chappaquiddick side of the ferry and belatedly reported the accident to the Martha's Vineyard Police . . ."

Kennedy made at least one effort to telephone someone BEFORE he crossed on the ferry to Chappaquiddick Island the morning after the accident, Olsen says.

He says that shortly after Mrs. Frances Stewart took over as day clerk at the Shiretown Inn, Edgartown, she spoke to one of the residents — Senator Kennedy. After ordering the New York Times and Boston Globe newspapers, Kennedy said to Mrs. Stewart: "By the way, could I borrow a dime. I seem to have left my billfold up in my room."

Mrs. Stewart found herself musing about the wonder of it all. "He's got a million," she said to herself, "and he's borrowing a dime from me!"

To Kennedy, she said, "Of course." She handed him a dime from the cash drawer and watched as he walked outside to the inn's pay telephone about 30 feet away on the outside wall.

She could see him through the screen door, and she heard him telling the operator. "No, no, no! It's M.M.M."

It sounded as though the operator

was having trouble getting the name. The call was shortlived: Perhaps the Senator had not been able to reach his party. Mrs. Stewart busied herself behind the counter as she saw him returning. "Here," he said, handing her the dime. "Thank you very much."

Mrs. Stewart had made a positive identification already, but she found herself asking: "Are you Mr. Kennedy?" and wondered, as the words came out, why she had called him Mister instead of Senator.

"I am," Kennedy said calmly.

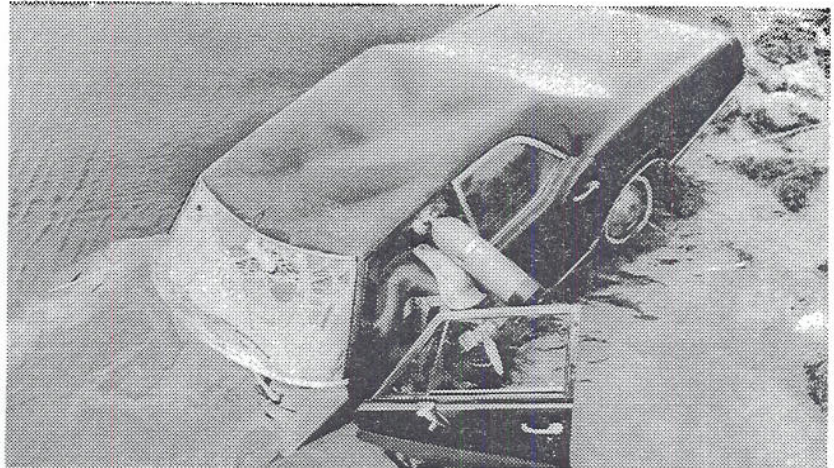
"I'm Mrs. Stewart," she said, and held out her hand. She was surprised that Kennedy's handshake was so weak for such a robust-appearing young man. He barely gripped her hand at all, and his own hand felt cold and clammy to the touch.

Kennedy and two male companions crossed on the ferry to Chappaquid-

1970



AERIAL VIEW of bridge area with which Ted claimed he was unfamiliar — but special prosecutor Walter Steele disputed Ted's claim.



SCUBA DIVER John Farrar needed his experience and equipment to beat powerful current that swept over sunken car, shown above after it was partially removed from water.

Credit 17 Phone Calls to Ted

New Bedford, Mass., Aug. 13 (UPI)—Seventeen telephone calls were billed to Sen. Edward M. Kennedy's credit card at about the time he said he was in shock following his fatal auto wreck on Chappaquiddick Island. But none of the calls was to police or other authorities, a newspaper said today.

Kennedy reported the crash, which took the life of Mary Jo Kopechne, at about 10 a.m. July 19. The Massachusetts Democrat said that he and Miss Kopechne left a cookout reunion at about 11:15 p.m. July 18 and headed for the ferry to Martha's Vineyard.

The Manchester (N.H.) Union Leader said a check of telephone records showed five calls before midnight and

in Hyannis Port and lasted 21 minutes, the newspaper said.

The second call was to former presidential aide Theodore Sorensen. The third was to Burke Marshall, a Kennedy adviser and an assistant U.S. attorney general when attorney to a

Leader said. The post-midnight calls were not identified, but none of them indicated an attempt to call police, fire or Coast Guard officials, the newspapers said.

Telecast Account

Kennedy said in a national telecast that he returned to

17 CALLS made by Ted after accident, but before he told police, were reported in United Press-International story.

dick shortly after 9 a.m. They went into the ferryhouse where there were some benches and a pay telephone.

Ferry operator Dick Hewitt told his assistant, 16-year-old Steve Ewing: "I think they are using the pay phone inside."

At about 9:45 a.m., Kennedy and his companions reboarded the ferry and returned to Edgartown.

Further controversy on Kennedy's telephone statement has been raised by other newspapers.

The Manchester (New Hampshire) Union-Leader said on August 13 that a check of telephone records showed five calls were made before midnight and charged to Kennedy's credit card

from the cottage where the reunion was held, and 12 calls were made after midnight, and charged to the Senator from the motel in Edgartown where Kennedy was registered.

Telephone officials noted that although the calls were charged to Kennedy's account, it did not mean he had made them and there was no way to check who made the calls.

The first pre-midnight call was to the Kennedy family compound in Hyannis Port, and lasted 21 minutes, the newspaper said. The second call was to former presidential aide, Theodore Sorensen. The third was to Burke Marshall, a Kennedy adviser and an assistant U.S. attorney general when

Robert F. Kennedy was attorney general. The fourth was to an unlisted Boston number, and the fifth pre-midnight call was back to Sorensen, the Union-Leader said.

The post-midnight calls were not identified, but none of them indicated an attempt to call police, fire or Coast Guard officials, the newspaper said.

The New York Daily News, on August 15, reported: "The New England Telephone Co. began a sweeping internal investigation to track down the source of a newspaper story that said Kennedy made 17 credit-card telephone calls in the 10-hour period between the accident and his report of it to the police . . ."

"A New England Telephone Co. spokesman refused to confirm or deny a newspaper report that 17 long-distance calls were charged to Kennedy's credit card immediately after the ac-



TED SORENSEN
Kennedy aide

cident, during the time the Senator has said he was in shock . . .

"Asked about the internal investigation, he said: 'The heat is really on. They have about 20 guys running around here trying to find the basis for the story.'"

And the New York Post of the same date said: "A Kennedy spokesman branded 'absolutely untrue' a report implying that the Senator may have made 17 telephone calls around the time of the accident, which he failed to report for about 10 hours.

"The source of the report, published in the Manchester Union-Leader, was identified today as James T. Gilmartin, a lawyer and real estate bro-

ker of 147 West 230th Street, the Bronx, N.Y.

"Gilmartin said a 'friend' in the telephone company had given him the information regarding the calls, which were said to have been charged to Kennedy's credit card.

"A phone company spokesman noted that this did not necessarily mean Kennedy had made the calls himself."

On August 22, the Drew Pearson-Jack Anderson column stated: "This column can report categorically that calls were placed from Martha's Vineyard shortly after the accident and charged to Kennedy's credit card.

"These calls uphold my story that Kennedy wasn't stumbling around in confusion but was trying to extricate himself . . ."

Author Olsen comments: "Edgartown, like most resorts, is littered with telephone booths, Kennedy could have taken his choice of 25 or 30, and never boarded the On Time (the ferry to Chappaquiddick) at all.

"One family adviser, Ted Sorensen, (whom the Manchester Union-Leader claimed was subject to two calls the night of the accident) attempted to explain the use of the Chappaquiddick telephone later. On a CBS news program with Walter Cronkite, he was asked why Kennedy had not made the call from his hotel. 'I'm told that the only telephone in the hotel is one of those that's out in the lobby,' Sorensen said. 'There's no booth. There's no privacy whatsoever. One does not normally call his lawyer from such a telephone.'

"But in such circumstances does one take a ferry," as Kennedy claimed, "to search for a private telephone?"

These unanswered questions show that Senator Kennedy's public accounts of what happened conflict with the reported statements of people who have no reason to falsify testimony. What, then, is the truth behind the Chappaquiddick affair?

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