



Around Hollywood

By ALINE MOSBY

Hollywood—(U.P.)—Doris Day, one of the world's top boxoffice stars, told today how she has recovered from a near nervous breakdown because she's publicity-shy.

The singer with the short blonde hair and pert nose has been a mystery on the local scene for the past year, with rumors of an "inferiority complex" and "illness" peppering the gossip columns.

Today, sitting relaxed and smiling in her home, she shrugged off the "inferiority" phase and preferred to put her problem this way: At times being a movie star is frightening. The goldfish-bowl life that goes with

Social Scientists Substitute Graphs

New York, N.Y.—(U.P.)—Henry T. Moore, president of Skidmore college, is afraid psychologists have forgotten about people.

Moore, in a speech here, said social scientists are trying too hard to be scientific, and have found it "easy to substitute graphs and statistics for individual human beings."

Instead of worrying about people, he said, they worry about conditioned reflexes, animal behavior, and intelligence quotients. They threaten "to take the psyche out of psychology."

Moore, who once edited the Journal of Abnormal and Social Psychology, said that "the very idea of personal responsibility has been put through some severe strains in our time."

"Mass production in business and mass slaughter in war have accustomed us to counting people in large numbers," he added, charging that psychologists are falling into the same bad habit.

Bright Tots Fail To Absorb Books

Chicago—(U.P.)—Bright and skilled children often skim rapidly over too many books instead of absorbing what the books can teach, Mrs. Alice Brooks McGuire, Austin, Tex., librarian, told a University of Chicago reading conference.

Mrs. McGuire said "it is the job of the teacher to keep pace with the brighter children and to slow their reading down, if it is necessary to provide an opportunity for thoughtful reading and a discussion of how ideas in books apply to daily life."

She said "group discussions and conversations" with the brighter students "may help them sort out their ideas, crystallize their values and grow in understanding as a result of their reading."

According to the National Safety Council many home accidents occur on stairways. The number of these accidents is reduced when the stairs are carpeted to cover the slip-prone wood surface.

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'Phone Installation At Central Point Begins This Week

Installation of equipment in Central Point's new telephone office began this week, according to Jack Creager, manager of Pacific Telephone and Telegraph company in this area.

Western Electric company employees are doing the installing, under the supervision of Foreman W. D. Mold. Installation of associated facilities in the Medford office will be supervised by T. D. Killman, and a crew of 10 to 15 men will be needed.

Due in April

Operation date of the Central Point system, which will be converted to dial phones, is about mid-April. Overall cost has been estimated at more than \$315,000.

Some of the expenditures listed by Creager include land and building, \$26,800; central office equipment, \$83,000; outside distribution, including poles, wires and cables, \$169,000, and trunk cables from Medford to Central Point, \$18,000.

The Central Point building is of concrete blocks, 63 by 27 feet in size.

Many Men at Work

Three telephone line crews totaling 14 men, under Foreman Frank Little, are now working on the new pole lines in Central Point. Cable Splicing Foreman E. S. Spence has a two-man crew at work and expects to add another later. About 35 percent of the outside work has been completed.

More than 1,200 telephones, about double the number now in use, will be served by the new dial exchange. Under the extended service arrangement with Medford and White City, the Central Point calling area will be enlarged to include more than 14,000 telephones in the three-city area without long-distance charges.

Auto Safety Belt Designed by School

Rochester, N. Y.—(U.P.)—A safety seat belt kit designed to reduce deaths and injuries in automobile accidents is being prepared for general sales.

The belt was designed at the Cornell University Aeronautical laboratories here after a series of crash tests in which two dummy passengers were used. Without the belts, the dummies were knocked about in simulated crashes. But with the belts, the dummies were safe-guarded from damaging impact, such as striking the head against the windshield.

The first batch of belt kits are expected to roll off (Hickok Co.) production lines here before the end of 1954. Included will be a specially fabricated belt, a safety buckle of the variety used in airplanes, and a steel plate, which can be bolted easily to the floor frame of an automobile. The belt is the lap-strap type.

Seaway Development To End Treasure Search

Ogdensburg, N.Y.—(U.P.)—Development of the St. Lawrence seaway and power project will put an end to a 200-year-old search for buried treasure on Treasure Island.

The island, located below Ogdensburg in the St. Lawrence river, is supposed to have had a chest of gold buried somewhere on it by Lord Amherst's army in 1760.

Treasure Island will be flooded over when the big seaway and power dams are built.

Dead line Sunday Classified is at noon Saturday.

Alcatraz Light Guiding Mariners For Past 100 Years

Alcatraz, Calif.—(U.P.)—Often a stranger peering at awesome Alcatraz through the black night thinks he's seeing a rotating searchlight scanning the bay's swirling currents for the convict that might some day escape from "The Rock."

But the powerful light which has mystified San Francisco visitors and greeted its natives nightly for so long is much older than the federal prison that gives the name Alcatraz its familiar ring—five times older in fact.

One hundred years ago this month the 100,000-candlepower light began guiding mariners. Without interruption, Alcatraz Lighthouse has continued its nocturnal mission ever since.

The light flashes briefly once every five seconds from atop a 214-foot tower. This accounts for the illusion that it is a searchlight illuminating the island and its approaches.

Keeper a Veteran

Michael Cassin was Alcatraz Light's first keeper back in 1854. He was also one of the earliest inhabitants of the island, which became an Army fort that same year after remaining unmolested three-quarters of a century after its discovery.

The light had been furnishing bearings in the foggy day for nearly 50 years when the fort became a disciplinary barracks around the turn of the century.

The light was 80 years old when the justice department took over from the Army in 1934 and established on the barren rock the only maximum security penitentiary in the federal penal system.

Today's keeper is Edward H. Schneider, 56, of Oakland, Calif., who has had the job since 1931 and wants to stay on until his retirement. A civil service employee, big, jovial Schneider plays Santa Claus each year for the children of the 40 families that live on the island.

His assistants are two coast guardsmen, James N. Dustan, an engineman, and John H. Wientert, a seaman. They live with their families in Coast Guard quarters on the island.

More than 1,714,283 pieces of correspondence were handled by the Army's military personnel records center at St. Louis, Mo., during the last 12 months.

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1948 Ford V-8 2-Door Heater	395	Full Price
1948 Kaiser 4-Door Heater	195	Full Price
1948 Chevrolet Station Wagon Runs Good, Clean.	395	Full Price
1946 Dodge 4-Door Heater, Good Engine	195	Full Price
1953 Chevrolet 1/2 Ton Pickup 3 Speed	435	41.33
1953 International Pickup 1/2 Ton Long Box, Low Mileage	365	35.15
1950 Dodge 1/2 Ton Pickup	595	Full Price
1948 Willys 4 Wheel Drive Jeep	695	Full Price
1947 International 3/4 Ton Flat Bed	295	Full Price

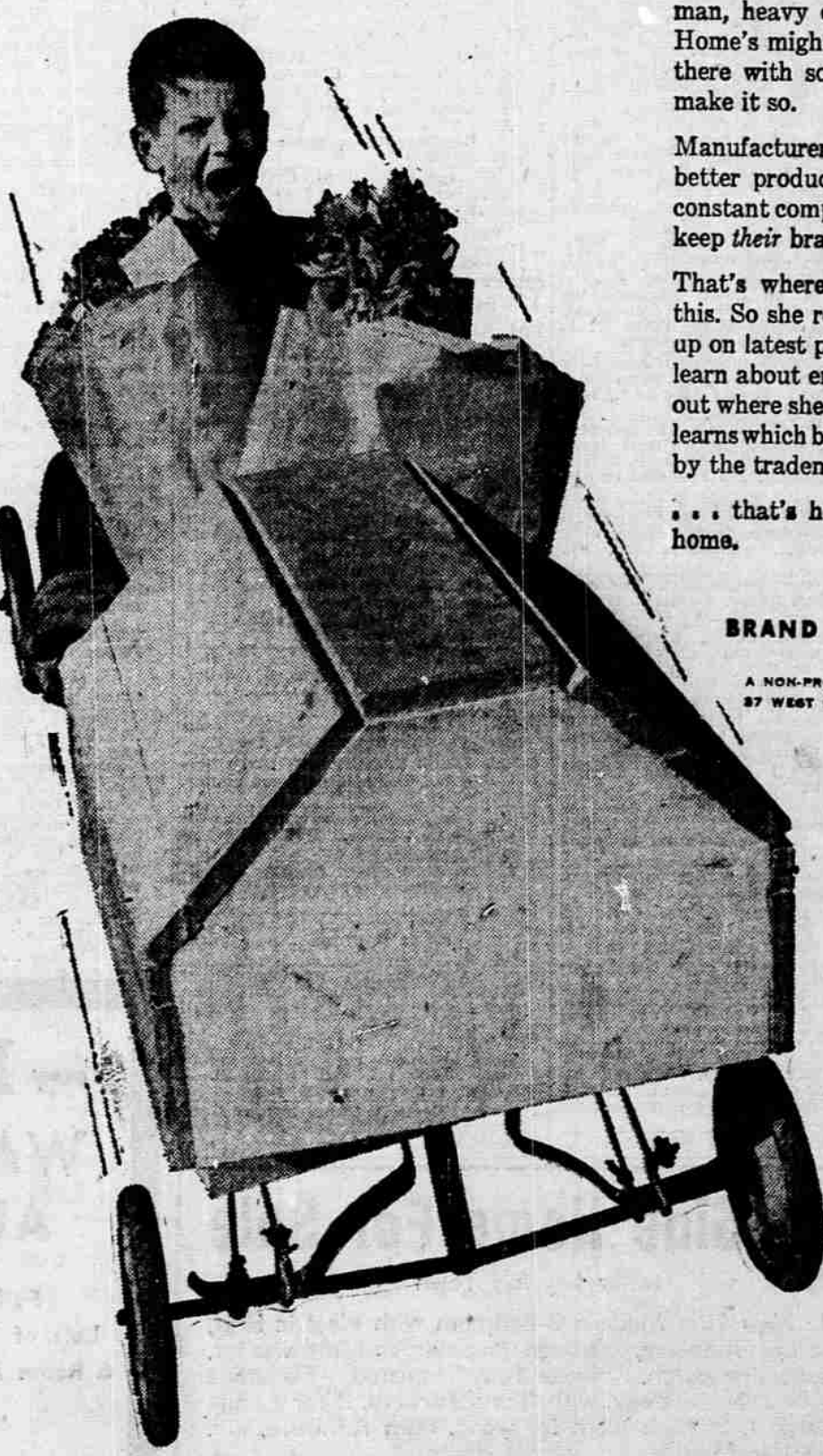
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