

Horse Suffers Slight Burns in Blanket Fire

Yonkers, N. Y. — A short circuit Tuesday night caused a small fire in a stall at the Yonkers Raceway.

The blaze, which was quickly brought under control by firemen, ignited the blanket covering the 5-year-old trotter Sullivan Hanover.

The horse bolted out of its stall with the blanket afire. Private policeman James J. McGrath grabbed the horse and removed the burning blanket.

McGrath suffered first degree burns of the fingers. The horse suffered slight burns on its hind legs.

Retired Admiral To Carry Out Program Of Declassification

Washington — The Defense Department has named a retired admiral to carry out President Eisenhower's 3½-year-old program for removing security tags from information that no longer need to be kept secret.

The Pentagon has appointed Rear Adm. John (Pegleg) Hoskins as director of declassification.

Hoskins had the aircraft carrier Princeton bombed out from under him by the Japanese in World War II. He later made

naval history by directing the first jet strikes from carriers off Korea.

To Retire from Duty

The 58-year-old admiral will retire from active duty to take the new post. He resisted retirement for years despite the loss of his right foot in the sinking of the Princeton off the Philippines in 1944.

In his new job, he will supervise the declassification of military material, some of which dates back to World War II and no longer has any security value. The office was set up after Secretary of Defense Charles E. Wilson's committee on classified information, headed by former Assistant Secretary Charles A. Collidge, contended recently that so much information was overclassified that the legitimate use of secrecy labels was suffering.

Eisenhower in November, 1953, issued an executive order on safeguarding defense information in which he eliminated the old category of "restricted" or lowest ranking label.

FROM LAW TO MEDICINE

New York — Carmen Sanchez, 17, sat in the crowded waiting room of Bronx Magistrate's Court Tuesday waiting for her case to be called. A court clerk noticed her complexion and called Magistrate Samuel J. Ohringer. Ohringer immediately postponed her case and sent her to the hospital — the girl had chicken pox.

A normal human eye oscillates about .2 mm every half second.

Celebration of 100th Anniversary Of Civil War Set

Washington — A couple of long-dead generals named Jeb Stuart and Phil Sheridan must be rattling around their graves.

A bunch of Yankees and Confederates in Congress have amicably agreed to hold a four-year celebration commemorating the 100th anniversary of the battles of the Civil War — bloody battle by bloody battle.

Only a week ago the North and South were snaffling at each other again. This time it was over the merits of Gens. Robert E. Lee and George Meade, the Confederate and Union commanders at the battle of Gettysburg.

President Eisenhower and British Field Marshal Viscount Montgomery had agreed that both Lee and Meade should have been sacked. The Rebel yells could be heard from Bull Run to Vicksburg.

But when a House Judiciary Subcommittee held a hearing on proposals to create a commission to plan a nationwide centennial celebration of the great war's anniversary not a Rebel yell was heard.

However, there was one bit of disagreement: Who is going to pay the bill and how much?

The Confederate government obviously is in no position to pick up the check. That left the Union.

COFFEE RUNS BARRED

Knoxville, Tenn. — The Knoxville Transit Lines has warned its bus drivers that any driver who leaves his passengers stranded while he saunters off for a coffee break will be fired.



RUMORS DENIED—Actress Ingrid Bergman, who gave up her home, her family and her career in Hollywood to marry Italian film director Roberto Rossellini, denied in Paris reports that he planned to divorce her and wed the wife of an Indian film director. Ingrid is shown here with Rossellini in 1952.

Crusade for Air Youth Training Program Slowed

Washington — Robert D. Allred admits sadly that his one-man crusade for a national air youth training program isn't getting off the ground.

Allred, a 29-year-old former

Army flight instructor, has been bombarding congressmen, defense officials and Air Force officers for your years with his plan to give high school students basic flight training. He wound up his latest pavement-pounding session here with the wry comment:

"Everybody agrees it's a fine idea, but no one wants to do anything about it."

Allred's plan is simple. He would train high school youngsters to fly just as they are now given automobile driving lessons as part of the school curriculum. The program would be voluntary, underwritten by the government, and would utilize cheap, light aircraft for training.

"Russia, the Iron Curtain satellites, Britain, France and other countries are training teen-agers to fly," Allred said. "We're the only major nation without an air youth training program."

Lessons Too Costly
Allred, a husky North Carolinian, pointed out that not many youngsters learn to fly in the United States because of the cost.

"Flying lessons run at least \$10 an hour," he added. "That is prohibitive for most high school kids, and as a result we're neglecting a potential manpower pool for our military and civilian air force."

Since 1952, Allred has been writing letters or arranging interviews with various government officials. His arguments:

1. Modern aviation needs youth, yet less than one half of one per cent of the country's seven million high school students are receiving any kind of aviation training.

2. The Air Force itself is getting "old." There are grandfathers flying jet bombers (a statistic confirmed recently by Gen. Curtis Lemay) and the average age of combat pilots in Korea was 32, compared to 23 in World War II.

3. The number of flight training schools and licensed instructors in the United States has been dwindling steadily in recent years.

4. Because comparatively few teen-agers are interested in or able to buy or rent planes, manufacturers have been concentrating on fast, expensive aircraft instead of cheap, simple trainers.

But Allred said these arguments haven't stirred up much positive reaction.

"I've written to or talked with hundreds of persons about the need for an air youth training program," he said. "I have yet to have anyone tell me it's a poor idea, but nobody seems to have gotten worked up over the fact that our lack of training affects our very security."

Allred particularly would like to get influential congressmen interested, perhaps through the medium of a hard-hitting movie illustrating his plan and the need for such a program.

"If I could ever get such a movie made, I think I could sell Congress on the whole thing," Allred insisted.

Meanwhile, he will continue writing letters, knocking on doors in official Washington and trying to find someone with sufficient authority and interest to get his program before Congress.

"It's a simple matter," Allred concluded. "If you install the spirit and life of flying in a teen-ager, he'll eventually wind up a good pilot, and we certainly need good pilots."

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