



Santa Monica lecturer Louise Hay spoke to 700 at Grace Cathedral in S.F. last night, saying AIDS may be related to low self-esteem

AIDS 'Healer' Preaches Optimism, Love

By Marc Sandalow

A "metaphysical healer" who has emerged as the latest gay cult figure came to San Francisco last night to preach that people can fight AIDS with positive thought.

Louise Hay, a lecturer from Santa Monica, drew a crowd of 700 to meditate and hug at a two-hour "AIDS Healing Service" at Grace Cathedral.

In a soothing and reassuring voice, Hay gave the largely gay through the hopeful message she has delivered on the tapes, books and video cassettes that are selling briskly among optimism-starved homosexuals facing the deadly epidemic.

"Don't believe the garbage you read in the media ... because they're convincing you that AIDS is 100-percent fatal," Hay said, "and that's not true."

Hay, who says she defeated terminal cancer eight years ago without medical assistance, did not urge her audience to forsake conventional medicine, suggesting that her "visualization" techniques be used in addition to traditional therapy.

"We don't guarantee healing," she said. "I've been to too many memorial services."

Those who attempt her "alternative therapy," she said, are doing much better than those who do not.

"The most important thing is to love yourself. It's as simple as looking in the mirror and saying 'I love you,'" she said.

Noting that drug users, hemophiliacs and homosexuals comprise the highest AIDS risk groups, Hay suggested that the disease may be related to low self-esteem.

"It makes sense in a way that it would happen here first," she said, referring to the oppression and guilt felt by some homosexuals.

Hay introduced the audience to a member of her weekly seminar in Hollywood, who said he conquered AIDS through "meditation, relaxation and healing imagery."

"I worked at it real hard and within three months the lesions had disappeared," said Louie Nassanny, a bodybuilder, who says he is now free of the virus.

Preaching unconditional love as a necessary ingredient for healing, Hays urged members of the audience to "hug everyone you can on the way out."

There seemed to be few cynics in the hugging free-for-all that followed the lecture.

"I was kind of skeptical, but I came here out of curiosity and a feeling like there's nothing to lose,"

said 44-year-old Michael Hill, who learned in February that he suffered from AIDS-Related Conditions, or ARC, a milder form of infection with the AIDS virus.

"This really nothing substantial that (medicine) can do for me," he said. "This seems like it would really help in the absence of anything else."

Gate Bridge Paving To Resume Next Week

By Birney Jarvis

Late night construction on the Golden Gate Bridge is expected to resume next week as workers replace the last of the old paving, a spokesman for Golden Gate Transit said yesterday.

The project is scheduled to last through December, and engineers say they expect traffic to flow smoothly despite some monumental tie-ups last fall.

The four-year-long deck replacement program, costing \$86.5 million, came to a halt with the 1985 winter storms because workers were unable to lay a special, lightweight epoxy asphalt concrete.

Bruce Selby, marketing director for Golden Gate Transit, said the special concrete has to be poured on a dry surface and at temperatures above 50 degrees. September and October in San Francisco are considered optimum months for such work, Selby said.

The 49-year-old bridge is 11,500 tons lighter because most of the old reinforced concrete has been replaced by steel plates covered with the epoxy asphalt concrete, officials said.

The bridge district board of di-

rectors decided to replace the outmoded 7½-inch-thick concrete roadway because deterioration after nearly a half-century of exposure to salty moisture had engineers worried about safety. The main structural steel of the bridge was found to be in good shape, however.

Selby said the work will begin next week and continue through December. He said traffic should flow smoothly because contractors "have learned a lot" about bridge traffic patterns since they began the project in early 1982.

One gigantic snafu occurred after a Monday night 49ers game last year when 10,000 Marin and Sonoma County residents left Candlestick Park and converged on the bridge. Some motorists were delayed for up to 90 minutes just getting to the toll plaza. The team plays two night games at home in December this season.

Bridge officials said lane closures will start at 8 p.m. and end at 5:30 a.m. Between 8 p.m. and midnight, there will be one lane open southbound and two northbound. Between midnight and 5:30 a.m., there will be only one lane running in each direction.

Dumbarton Traffic Jam Worries Bay Planners

By Edward Ivata

Daily traffic across the new Dumbarton Bridge has already overshot its projected capacity for the year 2000, prompting worried transportation experts to propose a reverse-commute lane.

More than 30,000 vehicles each day cross the increasingly congested bridge — up from 14,000 a day in 1978, according to California Department of Transportation officials.

"We thought our projections were pretty good, but the traffic growth that has occurred has been amazing," said Paul Hensley, a senior transportation engineer for Caltrans.

"Traffic began building since day one. We weren't expecting it to hit 30,000 until the next century."

Anxious about the bridge's rush-hour traffic jams, the Metropolitan Transportation Commission has proposed that Caltrans study a reverse-commute lane. A similar concept has been used on the Golden Gate Bridge for more than a decade.

Under the proposal, an eastbound lane would be freed for heavy westbound traffic during the morning commute rush. In the evening, the process would be repeated in the opposite direction. Buses, vans and car pools with three or more people would use the reverse lane.

Caltrans, the agency that has authority over the bridge, will study the plan and report back to the MTC by the end of the year.

The new four-lane Dumbarton bridge, linking southern Alameda County and the lower Peninsula, opened in 1982. Transportation planners hoped it would lighten the dangerously congested traffic that clogged the old two-lane Dumbarton bridge.

The planners apparently underestimated the tremendous resi-

dential growth in Fremont, Pleasanton, Newark and Union City. Commuters from those towns have added to the heavier bridge traffic, said Caltrans officials.

Senior engineer Hensley said the reverse-lane would only partially lighten the mile-long traffic jams on the western approaches to the bridge off of Highway 101.

He said the best long-term solution would be to widen those approaches — Willow Road, University Avenue and the Bayfront Expressway — by adding lanes.

Any such plan is likely to meet strong opposition by citizens and cities on the Peninsula that have challenged the construction of the bridge.

Under a 1976 legal settlement agreed to by Caltrans, Palo Alto, Atherton and Citizens Against the Dumbarton Bridge, the western approaches to the bridge are required to remain two lanes wide until all work on the bridge is completed.

Touch-up work still remains on the toll plaza area and the Willow Road approach. The construction is expected to be finished in two to three months.



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San Francisco Chronicle

Published every day by The Chronicle Publishing Co. 901 Mission Street, San Francisco, California 94103

Second class postage paid at San Francisco and at additional mailing offices (USPS 479760)

POSTMASTER: Send address changes to The San Francisco Chronicle, P.O. Box 3074, San Francisco, California 94119

MONTHLY BY CARRIER

Daily & Sunday	\$8.25
Daily only	\$6.25
Sunday only	\$4.50

Some independent dealers charge more than the suggested retail price

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Full text of The Chronicle from January 1, 1985 is available via computer through the DataTimes network. Call (800) 642-2525 for information