



Tally-Ho—Fox Away!—Followed in close pursuit by newsmen and the tag end of the morning hour rush, a silver-colored fox (above) does better than a fox-trot as it races through downtown Washington, D. C. A posse of government workers cheered on by the lady treasurer of the U. S., Mrs. Georgia Nees Clark, finally captured the animal on the treasury lawn. (Acme Telephoto)

THE OTHER SIDE

Salem Bus Drivers Cite Their Four 'Pet Peeves'

By DAVID BLACKMER

Being a bus driver for the large percentage of Salem's population which depends on the City Transit Lines bus service for their means of transportation to and from the metropolitan area is by no means the pretty picture that some people believe it to be.

This decision was reached by this reporter after spending a day riding buses with four different drivers and interviewing the top man on the seniority list of drivers.

To begin the day, I boarded the Madison bus, driven by Orval Mull, 937 Norway street, who was the initial driver for my day's journey.

If a bus driver doesn't know every schedule that exists in the city of Salem, he is a dead duck as far as the estimation of Joe Blow, our first customer for the day.

Our second incident occurred when a woman wished to be let off at the Ladd & Bush bank corner, which at the present time is an illegal bus stop. If a driver stops there, he is subject to a fine by the city council which has designated where bus stops are to be within a four-block area. The woman was very displeased and maybe the company lost a cash customer, but one can not please everyone.

Many people, in my estimation, don't seem to realize that bus drivers are only human, and that they, just like John Q. Public, have feelings which can get beyond one's control. But in a bus driver's position, you can't lose respect for the customer and, therefore, it is a simple case of being tongue-tied during your day's work.

After the day is over, a driver then goes home and lets off his steam in front of his wife. At least, that's what I have heard.

There are always two sides to a story.

In this article I am only writing the side of the bus driver which is not taken into consideration too often by people who ride the bus.

People often tell the driver, "You're late. Can't you stay on schedule?" If only the person that made that remark realized that some other person or persons helped to make the driver late.

Completion of the entire project within 200 days after work is started with the new basin to be open for use by next fall.



Oville Mull

Let's return to the subject of riding the bus for a day to see why.

Upon a return trip from the Mill street run, a gentleman was standing on a corner and seemed to be waiting for the bus. Mull shifted the bus down to a lower speed, stopped, opened the door, and the young man exclaimed, "I wasn't waiting for you." A mere wave of the hand would have saved the Mill street bus from being minutes late on its next run. . . . By the time five or ten things happen like that, the bus can easily get off its regular time.

What is it like to be a bus driver eight hours? Have you ever tried sitting down for eight hours with only stretching your legs once or twice and gulping down your

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lunch if you have a minute or two?

That is the life that Mull and most of the other drivers lead. Mull got out of the bus only five times in the day's time. During extra minutes—and no more—Mull ate his lunch while sitting at the end of the line.

Another time I rode with Ernest Walker, top man on the bus drivers' seniority list, who has racked up 40 years as a street car conductor and bus driver.

The four main pet peeves from my observations in a day were:

1. People who stand on bus corners and don't want the bus. Signaling the driver to go on past would eliminate this fault.

2. People who never have fare ready upon boarding the bus. Or the people who dig into the pocket or purse for five minutes.

3. People who stand in front of the windshield and block the driver's view.

4. Customers who use the front exit at the main loading stops instead of using the rear of the bus exit.

Salem city bus service claims four sets of brothers who are drivers. C. H. Walker, 2238 Trade street and George Walker, 140 Lana avenue, are the two top drivers on the list. The Elds, Henry and Arthur, live at 1950 Warner street, and 1120 Donna avenue. Harley Cross, 530 N. 22nd street, and Raymond Cross, 1470 Market street, are the third set. The fourth set is Riley and Pryor Robinson who reside at 689 N. Commercial and 1265 N. Fourth streets, respectively.

Honor Oregon Firms

Portland, Jan. 31 (AP)—The Oregon Advertising club will honor 38 Oregon firms tonight at a banquet for companies with brand names in use for more than 25 years. The Brand Names Foundation, Inc., New York, is co-sponsor of the program.

The Kosi River Dam, to be erected in eastern Nepal, will be between 750 and 800 feet high — taller than the Hoover Dam on the Colorado river.

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Teamster Union Power Feared

Washington, Jan. 31 (AP)—NLRB General Counsel Robert N. Denham declared today that if the AFL Teamsters Union ever concentrates its power "there will be no measuring" its economic force on the nation. He made clear that he views this prospect with alarm. As attorney for the National Labor Relations Board, Denham is the government's chief Taft-Hartley act prosecutor. His office is independent of the NLRB itself.

In a speech prepared for a meeting of the American Trucking Association, Inc., Denham said the Teamsters exercise control which touches virtually every industry in the country. He added:

"If they could just concentrate that control, as most of the other organizations do, under a single master-type agreement or formula patterned for collective bargaining that would apply to and tie in all of the industries which they touch, there would be no measuring the economic

force and power of the Teamsters in this country." The potential strength of the million-man union, Denham said, "is sufficient to dwarf the economic power of those so-called monopolistic giant unions into relative insignificance."

"It is hardly necessary for me to remind you that that that union is fully conscious of its power."

Despite the Taft-Hartley provisions intended "to curb abuses of that power, not only as it exists in the Teamsters, but in every other labor organization," Denham said, "we still have a long way to go before what seems to be the congressional intent will be realized."

Chairmen Chosen by Kiwanis Club Head

Salem Kiwanis club chairmanships of the various committees have been made by Russell Pratt, who took over the presidency of the organization the first of January. These assignments include: Youth activities, Gus Moore;

house, Mal Rudd; finance, Guy Hickok; introduction and education, Ted Medford; inter club relations, Bill Thompson; agriculture, Bob White; reception, Ben Ramseyer; stunts, "Rosie" Rosebraugh; boy scout, George Raugust; church, Louis White; achievement report, Forrest Breakey; attendance and membership, Bill Braun; program, Jim Hunt; public and business affairs, Fred Klaus.

Charles Evans, Jr., who won the Western Open golf tourney in 1910, is the only amateur ever to win that title.

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Bids Will Be Opened Feb. 24 For Depoe Bay Improvement

By C. K. LOGAN

Bids for the improvement of Depoe bay this summer, estimated to cost around \$400,000, will be opened by the Portland district corps of engineers February 24 with the improvements making five times the space available for shipping as at present.

Drainage and enlargement of the present basin will provide approximately 750 feet by 350 feet with a depth of eight feet sheltered from the ocean by the rock promontory upon which the coast highway passes. The useable boating space now is about 125 feet by 350 feet and averages around five feet in depth. At extreme low tides many craft rest on the bottom.

Depoe Bay is regarded one of the finest small harbors for shallow draft boats in Oregon because it can be entered frequently when other harbors are unsafe. It has no bar but two reefs extend out from rocky points north and south of the entrance which help break up the swells.

Will Dredge Basin

The plan calls for dredging the basin and the 30-foot wide entrance channel to a project depth of eight feet and for the construction of a concrete retaining wall 660 feet in length along the east side of the basin. Behind this will be a fairly level area connected with a public road so automobiles and trucks can be driven to the edge of the basin, adjacent to five floating piers, each about 120 feet long, which the Port of Newport commission proposes to build for public use.

Also provided will be a catch basin at the south end to stop silt from being washed into the boat basin from Depoe creek.

The project will also include a concrete breakwater 160 feet long on top of the rock ledge just north of the entrance to the bay to break up northwest swells which frequently sweep across the entrance and force boats towards the rocks on the south side.

An alternate location with a change in plan is provided for this feature in case the engineers fail to get needed right of way to reach the first location. The breakwater will also be

eliminated if bids for the basin project exceed the amount allocated for the project.

Under the plan for utilization of the new basin the sport fishing charter boats will be berthed at floats tied along the north end of the basin, at the foot of the bluff where they are centered, and commercial fishing boats and other pleasure craft will be berthed at the Port of Newport floats on the east side.

Place for Unloading

The west side of the basin will be devoted largely to loading and discharging of fishing boats at the fishing company stations now located between the highway and the bay. At the south end there will be a privately owned area available for development into a repair center.

While the improvements are under way the Tradewind craft, offering ocean fishing trips and short pleasure cruises, will be operated out of Newport.

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