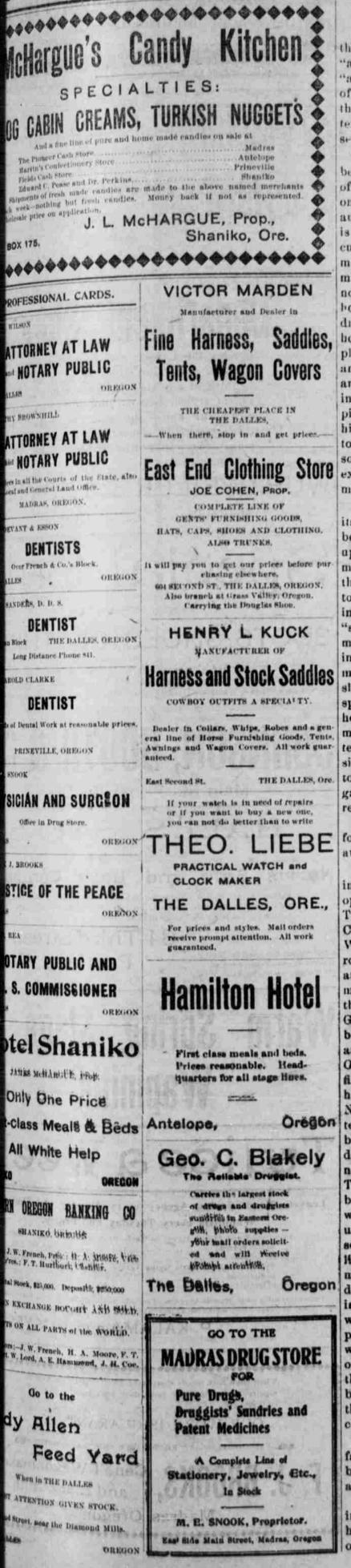
Madras Pioneer The

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THE AUTOMOBILE QUESTION.

Someone has suggested that they call the automobile the 'autocart" and its driver the "autocrat." From the actions of some of those who are met on the road with their autos the term autocrat is very well deserved.

The automobile question has become critical in some sections of the East. Pendleton has only recently introduced the automobile habit and already it is causing considerable discussion. Recently an automobile while passing Byars' mill in Pendleton caused a riot not only among the four-and six. borse team but among their drivers as well. When the horses commenced rearing and plunging, their drivers ran out and intercepted the chaffeur and were about to make things interesting for him. The chaffeur picked up an iron rod to defend himself and was finally allowed to proceed after he had heard some very strenuous opinions expressed of himself and his machine. The whole question resolves

itself into the fact that both being vehicles have equal rights apon the roads and that neither must trespass upon the rights of the other. When a chaffeur, or, to translate the French phrase into its English equivalent, "stoker," in clarge of the automobile sees that he is frightening a team he is meeting, com mon courtesy requires that he slow down, and if a reduction of speed does not serve the purpose he should come to a stop. In many states when a driver of a team holds up his hand as a signal for the driver of the auto to stop and the signal is disregarded the chaffeur may be arrested and fined. All it needs is consideration for the lights of others. The auto has come to stay. When the bicycle was first introduced it arottsed violent opposition among farmers The first wheel I bought was a Columbia. That was in 1892. When I went out on the country roads I would hear curses loud and deep from farmers whom I met. "Get off the road with that horse-scaring contraption. Go back to the city where you belong, you city dude," the angry drivers would shout. Once it came to a question of fists against horsewhip and the horsewhip came out second best. Now the men who were so bit-Oregon terly opposed to the bicycle are buying them for their sons and daughters and the bicycle has no better friend than the farmer. The man who wanted to banish bicycles from the road now would be thought intolerant and unreasonable. But with the scorcher on a wheel there is little sympathy. The wheelmen dislike him as he bringe discredit upon their ranks. He is a a menace to his fellow wheelman as well as to the pedestrian. The same will always be true and should be true of the scorching autoist. When they die, and the sooner the better, they should go where they can scorch to their heart's contents. I stopped overnight with a bitter against the "autocarts" and the "autocrats."

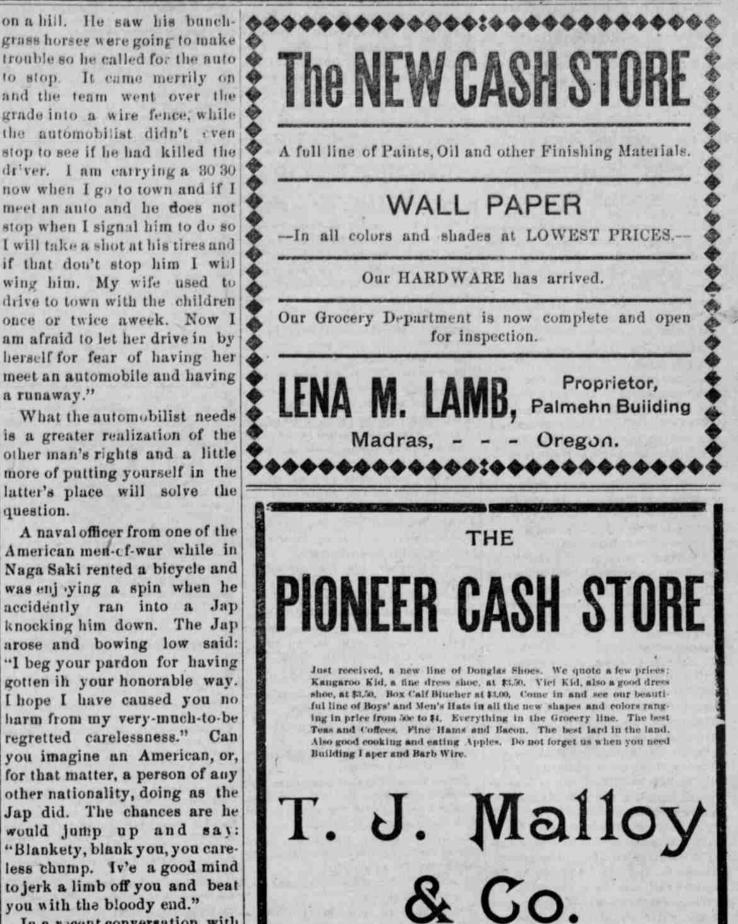
grass horses were going to make trouble so he called for the auto to stop. It came merrily on and the team went over the grade into a wire fence, while the automobilist didn't even stop to see if he had killed the driver. I am carrying a 30 30

now when I go to town and if I meet an auto and he does not stop when I signal him to do so I will take a shot at his tires and if that don't stop him I will wing him. My wife used to drive to town with the children once or twice aweek. Now I am afraid to let her drive in by herself for fear of having her meet an automobile and having a runaway."

What the automobilist needs is a greater realization of the other man's rights and a little more of putting yourself in the latter's place will solve the question.

A naval officer from one of the American men-cf-war while in Naga Saki rented a bicycle and was enjoying a spin when he accidently ran into a Jap knocking him down. The Jap arose and bowing low said: "I beg your pardon for having gotten ih your honorable way. I hope I have caused you no harm from my very-much-to-be regretted carelessness." Can you imagine an American, or, for that matter, a person of any other nationality, doing as the Jap did. The chances are he would jump up and say: "Blankety, blank you, you careless chump. Iv'e a good mind to jerk a limb off you and beat you with the bloody end."

In a recent conversation with W. M. Scott, a wealthy farmer



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"One of my men was going gonian. into town last week with a sixhorse team," he said. "He met one of these blame devil carts per set.

who lives near Helix, Oregon, he said: "It's all in being used to them. Last winter in Los Angles I noticed that the horses don't mind autos any more than our horses up here mind bicycles."

As autos become more plentiful in the West the horses will gradually become accustomed to them; but till that time the man with the auto should use every precaution to prevent causing accidents and runaways on the public roads.

When one is in the auto it may look very funny to see a horse by the roadside walking along on his hind legs or trying to climb a tree, but when you are the one in the buggy it doesn't seem nearly so laughable. Not long ago my wife was out driving with a horse I supposed perfectly safe; an auto rapidly turned the corner the horse didn't wait for a second look but turned tail instantly, breaking the shafts. Seeing the horse's head where his tail ought to be so astonished my wife that she didn't think to jump out and a moment later the horse and buggy were piled up in the fence.

If the owners of autos were made responsible for what damage they cause you would see that more bare and prudence would be used. Some bright Boston genius has written

"Otto ought to auto less Then he'd kill less folks I guess."

If Otto and the rest of the autoists were responsible for farmeer recently who is very their breakage fewer accidents would be chronicled.-Fred Lockley, in Pendleton East Ore-

> Langshan Eggs for sale at G. W. Miller's, four miles south of town ; \$1.00



When we get time we will write better ads.

To Busy Men:





In a few days we will have on sale a large consignment of Stock and Dairy Salt. MORE LATER.