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When visitors stroll through the State Museum in Raleigh, they always pause to smile at a horseless carriage, complete with a wax dummy dressed in an old-time white duster.

It's funny to them, but New Bern's Gilbert S. Waters was deadly serious about the contraption when he built it years ago. He was still deadly serious about it, right up to the day of his passing.

Like many another inventor, Waters was ahead of his time—at least as far as New Bern was concerned. Rightly or wrongly, he felt in his heart that the town might have been another Detroit if his invention had been enthusiastically accepted here.

Skeptics derided him at the very outset, when he took to local streets with his pioneer auto. They allowed as how he ought to stick to buggies, since there were an awful lot of horses around, and no jackasses crazy enough to buy a sputtering machine like this.

Seeing the handwriting on the wall, Waters stuck to his buggies, and became a forlorn and frustrated figure in his dusty, cobwebbed shop on upper Broad street. The world passed him by, and ironically it passed in automobiles.

In due time a measure of fame came to his door. He was invited to New York City for a coast-to-coast radio broadcast. They asked him to bring his horseless carriage, and he drove Phil Baker, the comedian, along Fifth Avenue in grand style.

Riding friends in the cleverly contrived two-seater was always a pleasure to the New Bern inventor. Children in particular got a great thrill out of such an experience.

We can see him now, beaming proudly, with a wide-eyed moppet seated beside him. This was his belated hour of triumph, such as it was. His vindication, bestowed upon him by a new generation that admired his ingenuity.

Had his own generation supported him, instead of scoffing and calling him nuts, Waters still might not have been another Henry Ford. It always seemed to us that he lacked Ford's progressive spark, despite the fact that his pioneering in the field of motor vehicles was progressiveness itself.

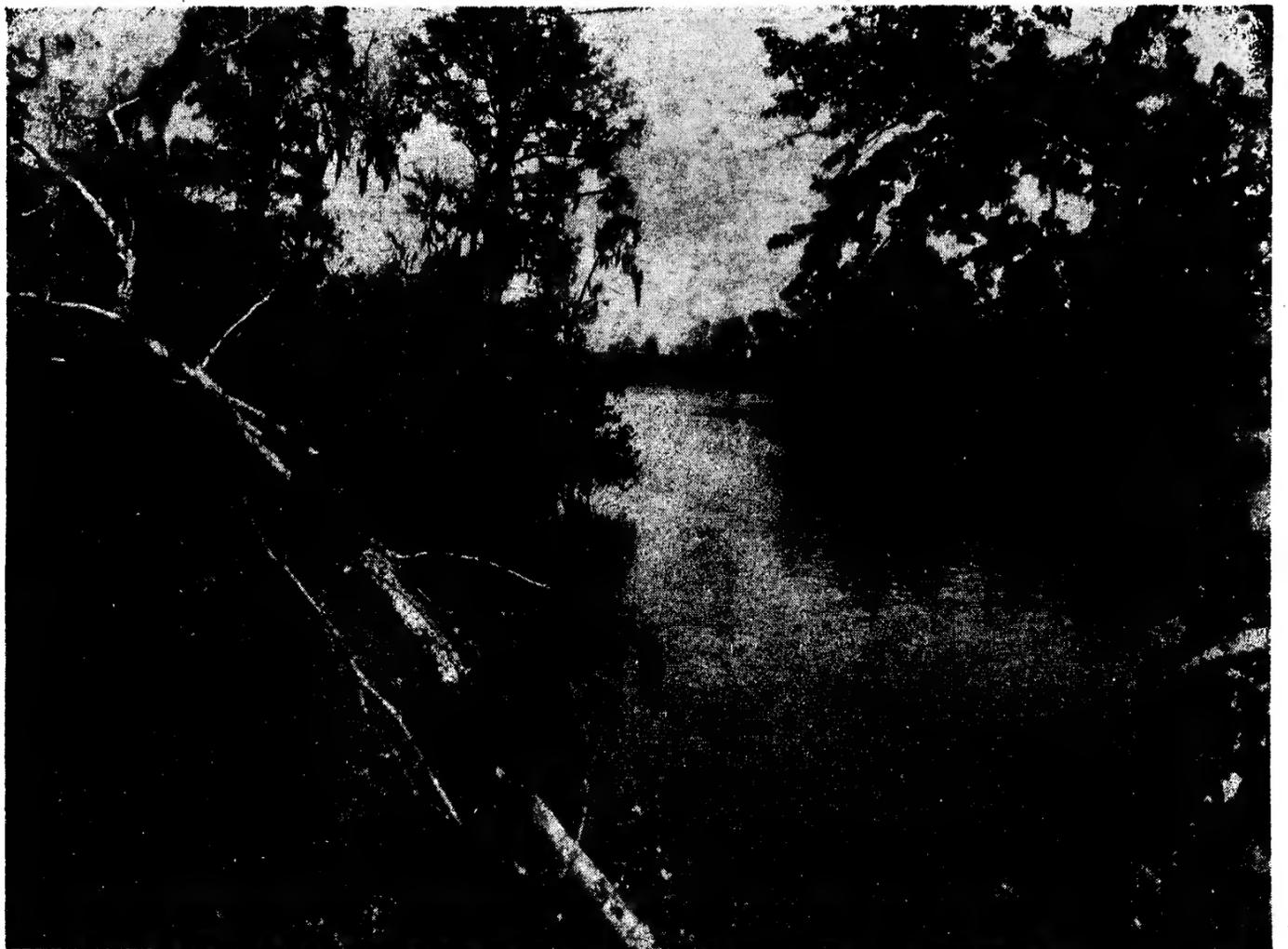
Even with local acceptance, Waters in large measure would have been governed by the industrial possibilities of New Bern and its immediate area. What those possibilities were, compared with Detroit's resources when Ford started out, is a subject that could be argued at great length.

Actually, Ford and Waters too were following in the footsteps of others when they designed their horseless carriages. Nicholas Joseph Cugnot, a French army engineer, built a three-wheeled steam tractor in 1769, while Oliver Evans patented a steam carriage in Maryland way back in 1787.

Siegfried Marcus, an Austrian, is credited with creating the first gasoline-driven vehicle in 1875. America's first gasoline car was built in Springfield, Mass., by two brothers, Charles and Franklin Duryea, in 1892.

Waters wasn't by himself in being derided by friends and neighbors. The same treatment was accorded other automobile inventors elsewhere in the land. Ford, the exception, talked a group of friends into investing \$28,000 in his original tin lizzie. Thus a vast industrial empire was built.

Could Gilbert Waters have developed such an empire? Probably not, but the world will never know for sure. Disillusioned, he went to his grave. Left for those who ponder such things is his horseless carriage, to be snickered at, as of old, in a corner of the State Museum.



AUGUST ART—It's a world of peace on the winding Trent; those days. Shadows and sunshine, and trees festooned with Spanish moss, enhance the tranquility of a scene far removed from strife and hatred and woe. Mortals rush like mad, but not the Trent. With slow serenity and disdain for hustle and bustle, it journeys gently to a

rendezvous at New Bern with the Neuse. There, joined as one, they continue to the sea. Stephen Foster had his Swanee, Hoosiers have their Wabash, and staid Londoners their Thames. But no river quite compares with the Trent, at the fag end of a sultry summer day. —Photo by John R. Baxter, Jr.

Christian Crusade Tomorrow

Never before, in New Bern's long and eventful history, has the town seen a series of religious services scheduled like the Christian Business Men's Crusade, opening 7:30 Saturday night in the New Bern High school auditorium.

Sponsored by the Christian Business Men's Committee in cooperation with the New Bern Ministerial association, it is unique in that lay speakers will bring the messages.

Nationally-known business leaders who have dedicated their lives to serving Christ, are collectively travelling thousands of miles in order to participate in the Crusade here.

From August 16 to August 24, this first State capital will be the center of attention for religious groups throughout the United States. If the Crusade in New Bern is a success, there will be other similar Crusades from coast to coast. If it fails, the failure will be regarded as a major spiritual setback.

In short, New Bern in this instance is a proving ground for the nation. Careful planning, wholehearted cooperation, boundless enthusiasm and sincere prayers have gone into this great non-denominational effort.

However, in the final analysis, the Crusade can rise to the heights

Welfare Workshop

Plans have been completed for the workshop to be held next Wednesday for welfare clerical workers of Craven and 10 surrounding counties.

Scheduled for the De Graffenreid room of the Hotel Governor Tryon, it will be conducted by Mrs. Edith Brannock of the State Board of Public Welfare's research and statistics division.

only through the support of every Christian in New Bern and the surrounding area. If those who profess a faith in Christ don't attend in record-breaking numbers, there'll be little incentive for the non-church member to attend and take inventory of his spiritual status.

Revivals and evangelistic services aren't new in New Bern, or the surrounding coast country. But now, for the first time, top ranking business executives are deserting their offices in distant cities to come here and tell out of their own experience what Christ means to them, and what He can mean to others.

Aside from the strictly spiritual aspects of the Crusade, it is a rare opportunity for New Bernians and visitors alike to hear speakers who are so much in demand that they are forced to decline a majority of the requests that come to them for personal appearances in larger cities of the country.

Emphasizing the importance placed on the Crusade by the nation's religious leaders is the fact that the Rev. Grady Wilson, associate evangelist with Billy Graham, will be in attendance.

Included among the speakers who will honor New Bern by their

Moose Make Plans

Thrills and maybe spills will be the order of the day Sunday afternoon, when New Bern's Loyal Order of Moose stages an exciting program of stock and outboard racing on a Trent river course at the Williams farm.

Sanctioned by the American Power Boat Association, and featuring name drivers, the event gets underway at noon. Visiting racers have always voiced a liking for the Trent's placid waters, and fast times will be in prospect for the hotly contested runs.

presence is R. G. Le Tourneau, world famous manufacturer, of Longview, Texas. A multi-millionaire, he formed the Le Tourneau Foundation in 1935.

It is the twelfth largest trust in the United States, and in 1947 was valued at seven million dollars. Assigning 98 percent of his wealth to the foundation, Le Tourneau said it was to be used only for the "Cause of Christ."

Since it was formed, over two-and-a-half million dollars have been contributed to other organizations engaged in Gospel work.

Sharing the rostrum with Le Tourneau during the Crusade here will be such distinguished lay speakers as Nate Scharif of Dayton, Ohio; G. Tom Willey of Baltimore, Md.; Charles Jones of Harrisburg, Pa.; Col. John M. Fain of Atlanta, Ga.; Louis Christiansen and Walter Meloon of Orlando, Fla.; Arthur Demoss of Albany, N. Y., and others equally outstanding.

Don't Blame Lamb for Sheepish Look!

When next you see a fellow New Bernian looking sheepish, don't jump to conclusions and assume that he is a glutton for mutton.

He may be taking it on the lamb, as some of the boys in the back room describe a walk-out powder, but the chances are overwhelming that in no other way will he ever get close to a lamb.

Most especially he won't get close to a lamb chop, a leg of lamb, shoulder of lamb or lamb stew. Never, so long as he is able to pick stuff for his table, will he wish for such a dish.

Elsewhere in the Land of the Free, they call it a delicacy. But in New Bern and the sunny south

in general you would have trouble giving it away.

A survey conducted by The Mirror bears this out. Consider these statistics. For each pound of mutton sold over New Bern meat counters, there are 50 pounds of beef, 25 pounds of pork and 100 pounds of chicken purchased.

Despite Dixie's long standing tradition favoring Southern fried chicken, its current popularity is financial rather than gastronomical in nature. Many a rebel gnaws on a drumstick hereabouts while dreaming of a slab of ham and a dish of frog-eye gravy to go with his grits or rice.

He is a hog when it comes to pork, but the price gets him down.

So, fowled up for fair, he picks out a picked hen at the market and totes it home to grace the skillet as best it can.

Speaking of pork, few New Bernians know a bargain when they see one. For example, they'll pay 67 cents a pound or thereabouts for spareribs. Ask a butcher, and he'll tell you that 45 percent of what you bought can't be eaten.

On the other hand, if you buy backbone from the rib end of the pork loin, it's much less expensive, can be cooked the same way, and has only 10 percent waste. Best buy in beef, he'll tell you, is a chuck roast.

But lamb nobody wants, at least not here.