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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 hardwriting 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.

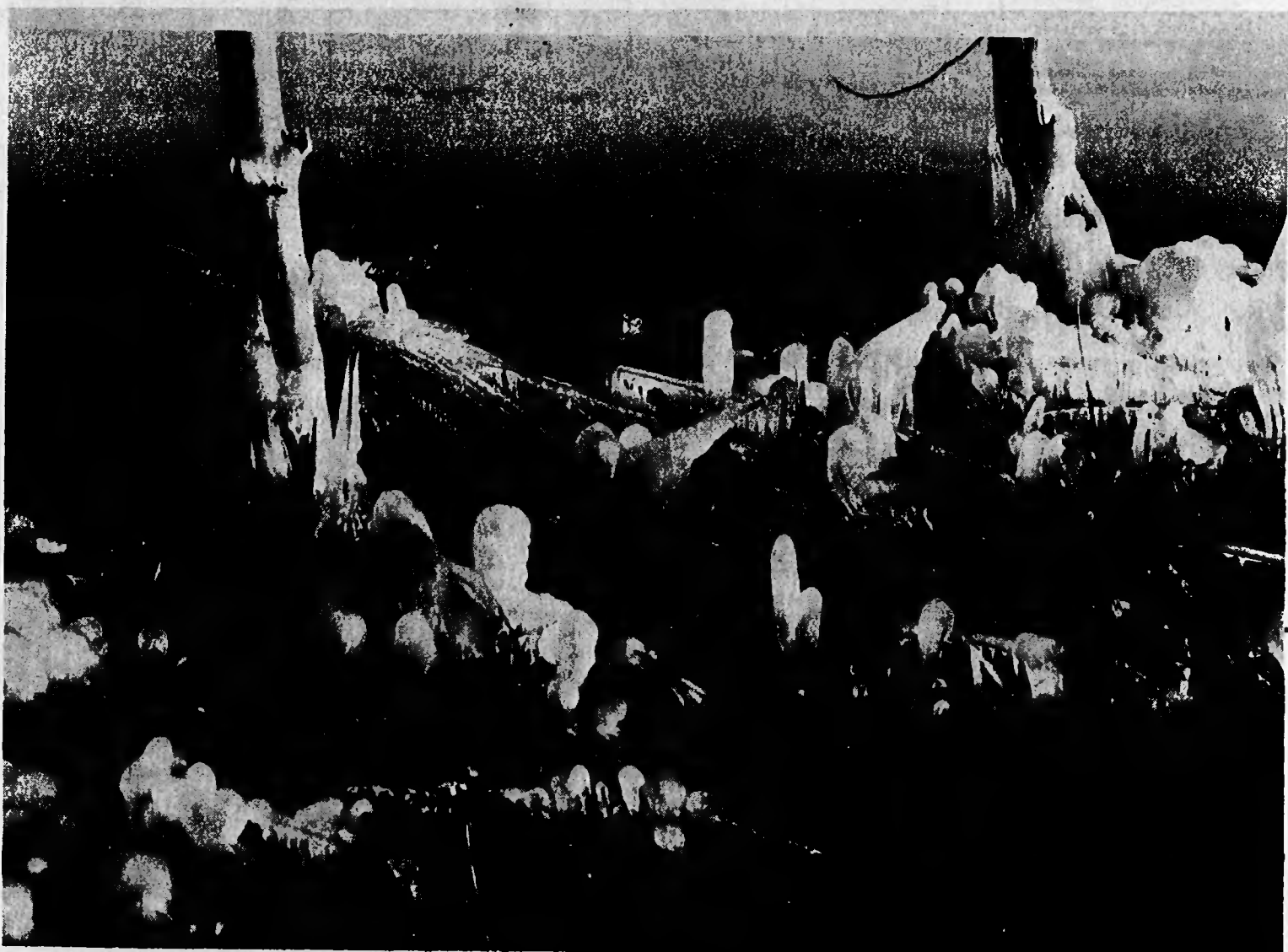
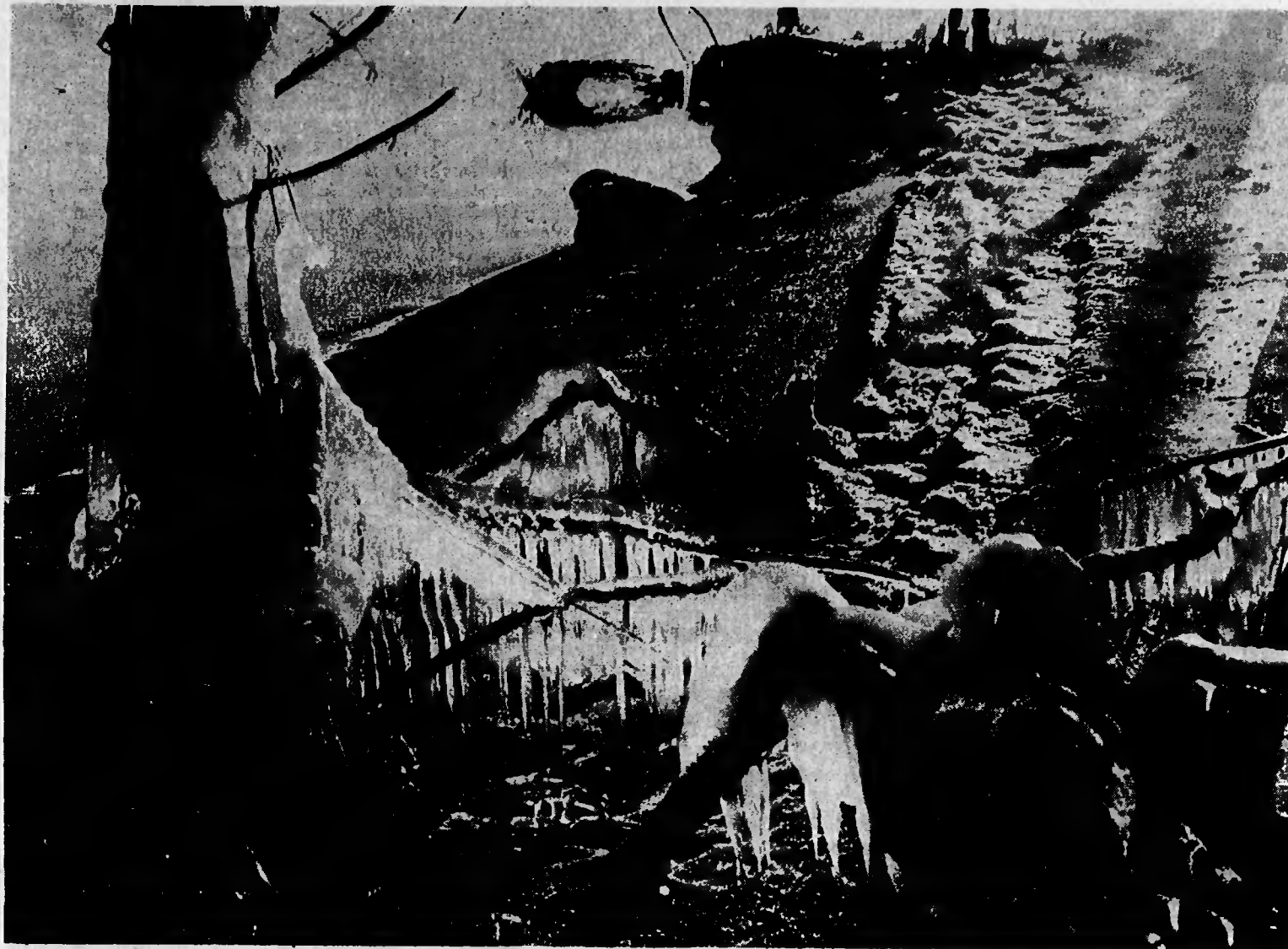
Had his own generation supported him, instead of scoffing and calling him nuts, Waters still might not have been another Henry Ford. It always seemed to us that he lacked Ford's progressive spark, despite the fact that his pioneering in the field of motor vehicles was progressiveness itself.

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

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AS MAN EXPLORES—Will future astronauts, reaching ever further into outer space, discover strange formations like these on some distant planet, or can we dismiss the pictures seen here as simply a wild concoction dreamed up by an imaginative writer of science fiction? Guess either way, and you'll be completely wrong. What you see is strictly for real. New Bern's Theodore Baxter, an expert with a camera, took these remarkable

photographs during the recent cold, along the Neuse in back of his home. Dame Nature was the artist who fashioned these designs in glistening ice. Baxter knew the moment he saw them that they were well worth recording on film. Capitalizing on light from a bright sun, he clicked his camera from the best vantage point, and here we have the result. Winter despite its unpleasant aspects is a many splendored thing.