Horseless Buggy History Dates Back Eighty Years By BEN MAXWELL

In that year George B. Selden was dreaming of a successful in-

ternal combustion engine with mentioned, was uncrated April ignition accomplished by an external flame and useful for vectory have shown this event to be hicle propulsion. He did not apply for a patent until 1879. And the name "automobile" was not coined until near 1900, about 25 years after George Leslie crept through a downtown Salem street in a wheezy steam vehicle at a pace approximating that of geopace approximating that of geo-

Basically George's steam wagon consisted of a small steam
engine mounted on wheels and
so arranged with cogs as to conwith the speed of greased light-ning." Indeed, progress was only discernible by sighting across the street and lining George's chuff-ing contraption up with a fixed object and patiently waiting for object and patiently waiting for it to pass that given point.

Further, commented the cyni-

cal reporter of 80 years ago: "Should it come into common use there would be no danger of fast driving. Leslie expects to streets the capitol city is becomexhibit it at the fair if he can get there in time."

Streets the capitol city is becoming metropolitan."

On February 25, 1902, Millard

to Miss Eliza M. Graves in 1868.

His trade was that of carpenter and carriage maker. Research by Dave Duniway, state archivist, discovers that he left no estate.

L. H. McMahan, who knew Leslie, recalls that he lived at Front in the Computer of the comp and Fir streets (now Division)
70 odd years ago and that he
raised carp and was probably responsible for their introduction
into the Willamette River. He
does not remember Leslie as an
inventor and this writer who on
occasion read Leslie's obituary,
does not remember his being
mentioned as such.

More than 25 years passed be-

mentioned as such.

More than 25 years passed before anything resembling an automobile is known to have again appeared in Salem. Here and there an oldtimer recalls that a horseless carriage of early gasoline vintage may have come here as a feature of a dog and pony show about 1902. Also in that a Mobile Steam Touring Car was driven from Seattle to San Francisco in the "most difficult auto trip on record." Driver George Carmack took his Mobile steamer down grades so steep that the machine slid without the wheels turning a n d through places where a two horse team could not take a wagon. No record has been found to show the sale to Capital Journal's first advertisement about an automobile. He sold a Rambler to George Graves shortly after he had acquired the agency and this sale became the first of its kind made by a local dealer.

The First Accident

First accident known to be attributed to an automobile in this area happened immediately east of the penitentiary about 2:30 o'clock on Saturday afternoon, July 11, 1903. Gustave Mitzner boths awand heard the popping contraption bearing down upon him. He dismounted from his buggy to bridle down his alarmed horse. Despite his efforts the horse ran away, smashed Mitzneer's buggy and killed itself at what the Mobile Steam Touring. mentioned as such.

More than 25 years passed before anything resembling an aubile steamer down grades so steep that the machine slid without the wheels turning and through places where a two horse team could not take a wagon. No record has been found to show that the Mobile Steam Tourism that the Mobile Steam Tourism Car enroute to San Francisco I years ago passed through Salem.

Car enroute to San Francisco I years ago passed through Salem.

Ownership of Oregon's first automobile had been attributed to Henry Wemme of Portland who is said to have possessed a Stanley steamer about 1893. This Is an anachronism since the Stanley brothers did not start building their vehicle until July 6, 1897. He did, however, acquire a Locomobile (then also a steamer) in 1898 which may have been one here was a White owned by a Locomobile (then also a steamer) in 1898 which may have been Oregon's first automobile. In a J. H. Albert, its engine was gearsingle year his chuffing steamer is accredited as being the cause

Salem's automotive history of more runaways in Portland dates back 80 years, to October than had occurred since 1880. 10, 1874.

Salem's first home-owned auto-mobile, as has so frequently been

pace approximating that of geo-logic times.

On Saturday, October 10, 1874,

Statesman reporter wrote a brief paragraph about the sen-sation created by George Leslie's lated from the seat, for \$650 ateam wagon that had appeared on Salem streets last Thursday noon. But, said this account of non. But, said this account of machinery. He was also interest kettle "was more of a novelty than a success."

and arranged with cogs as to con-hect with the running gear. Pro-gress was definitely slow. Com-pared with it an "ox team pulling" Nothing to ask to the company mass produc-d 2500 merry Oldsmobiles, was "Nothing to watch but the road."

Oldsmobile's slogan for 1902, when the company mass produc-d 2500 merry Oldsmobiles, was pared with it at the road."

Olto Wilson soon discovered this

porter of 51 years ago:
"With the whizz and burr of several motor bicycles and the appearance of a number of horseless carriages on Salem

exhibit it at the fair if he can get there in time."

Inventor Raised Carp

Leslie's steam wagon was, perhaps, a product of Drake's Iron Works where Jonathan Leslie was an employe in 1880. In the Lang and Himes history of the Willamette Valley his name is spelled Lesley and it is there recorded that he was married to Miss Eliza M. Graves in 1868. His trade was that of carpenter His trade was that of carpenter waker Research by

Like others of its kind it generated steam quickly and just as quickly exhausted itself. A missadventure with this vehicle in the Eola Hills cost Mrs. Albert her life. George Graves acquired a steamer from Fred Wiggins but found it too complex for his mechanical capacity and engaged a "mechanician," as chauffeurs were then called, to run it for him.

for automotive vehicles became effective May 17, 1905, the age of pioneering with combustion tones can be detected by the huof pioneering with combustion tones can of wheels may be said to have man ear.

chauffeurs were then called, to run it for him.

First electric car in Salem was council by Mrs. R. P. Boise, a product of the Columbus Buggy Company acquired in 1909. A second electric was owned by Mrs. Thomas Livesley and the third, a Baker, was Miss Sally Bush's proud possession until she maneuvered it through the doors of Opera House Pharmacy to create havoc among the pills. License Law Passed

Forty-nine years ago 17 automobiles were owned in Salem ranging from a one-cylinder Orient Buckboard costing \$375 and owned by Frank J. Moore to a big and costly White steamer that was the pride of George J. Pierce. Then John Graber owned an Olds used to transport those willing to pay the bridge of the pills. License Law Passed License Law Passed vivor of this early age of auto-When Oregon's licensing law motive transportation in Salem.

About a third of a million pure

Woodburn to Study Union High School

WOODBURN - A meeting will be held Wednesday night,
March 3, at the Washington
school in Woodburn of the dischools was reached at a meetwill be held Wednesday night, rectors of the school boards of four adjoining school districts and the Woodburn school board for the expression of views on

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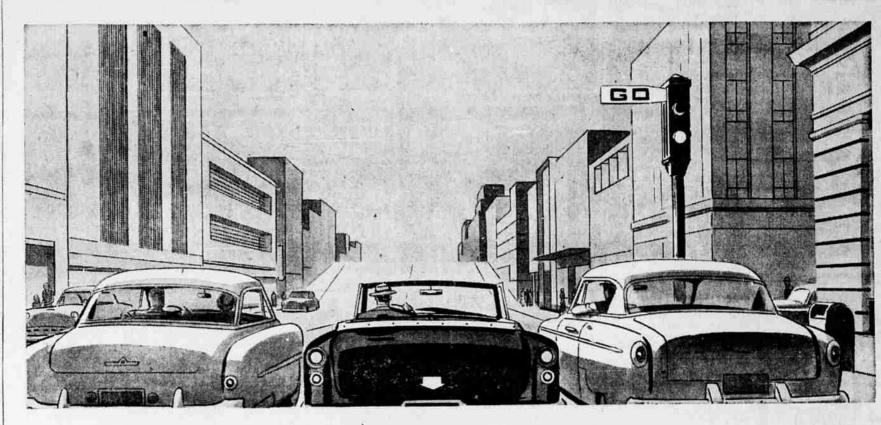
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the feasibility and desirability of ing of the Woodburn school di- citizens at the Washington school organization of the four districts rectors and a group of interested Wednesday evening

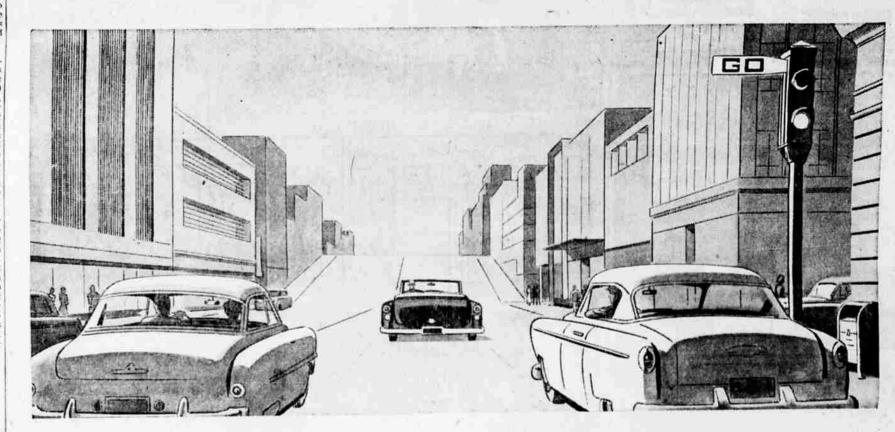
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