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Virginia RECORD

SEPTEMBER
1955

AN INDEPENDENT
PUBLICATION

FOUNDED 1878



BERKELEY HUNDRED: *by Clifford Dowdey*

THE ARLINGTON STORY: *by Virginia Waller Davis*

WHAT PRICE DEFYING THE MOTOR VEHICLE LAWS? *by G. Watson James, Jr.*

presenting Official Publication, Virginia Chapter AIA

THE
Virginia
ARCHITECT

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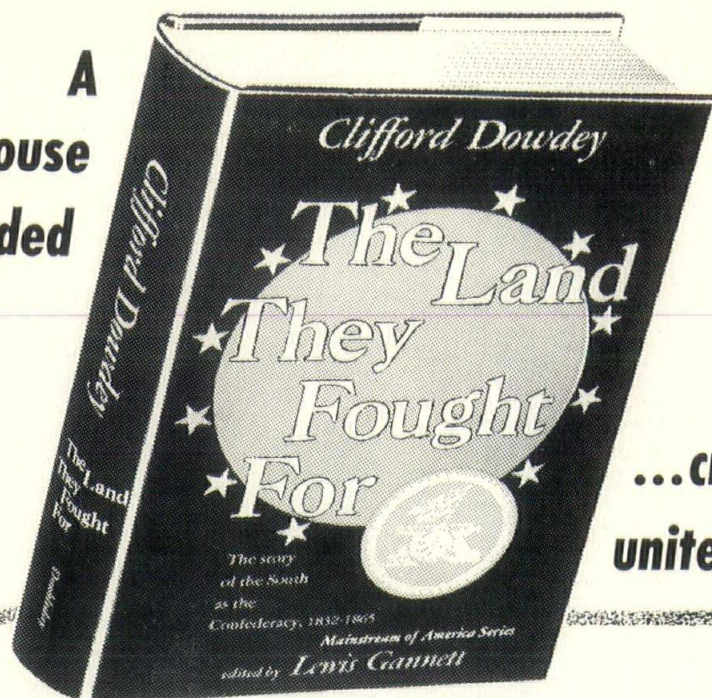
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**LETTERS TO
THE EDITOR**

Gentlemen:

Several days ago I received the attractively bound copy of your magazine for the year 1954.

I greatly appreciate your courtesy in sending this volume to me. I shall certainly care for it and preserve it as it contains much valuable information.

Your magazine is a credit to Virginia and I certainly hope that you will carry on for many years to come.

With my best wishes, I am,

Very truly yours,
John S. Battle
Charlottesville, Virginia

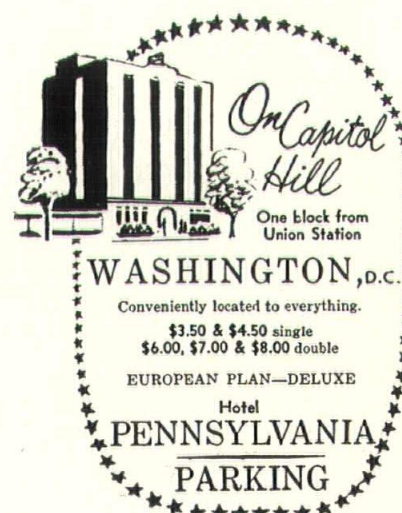
Gentlemen:

Herewith find enclosed check for \$7.00, two years' subscription for the VIRGINIA RECORD, one year expiring June 1955. Please start the second year with the first issue July 1955.

For the delay in sending check heretofore was nothing other than absence, negligence, the habit of not doing that which should be done, carelessness, thoughtlessness, busyness, procrastination and if your organization can think of anything else as an excuse for not paying the subscription to a good publication, so state and I can assure you it will not hurt my feelings.

Herewith I am enclosing a copy of The History of the Town of Washington, Virginia. "The First Washington of All." Much of the information I secured in England, in all causing two years' work. If you care to use it in whole or in part, you have my permission.

Very truly yours,
F. Clyde Baggary,
Washington, Virginia





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NUMBER NINE

THE 125 YEARS' WAR

RECENTLY when I published a book on the South as the Confederacy, considerable attention (not all of it complimentary) was given to what critics called "the Southern viewpoint." When a book is written from a northern viewpoint, no mention is made of it. This is presumed to represent the national viewpoint, which assumes as a fact the noble abstraction of "government of the people, by the people, for the people"—presumably *all* the people. A Southern viewpoint, then, is supposedly a deviation from the national: where the nationalistic viewpoint represents the "Union" (formed and operated for the common good), the Southern viewpoint is separateness and derives from rebellion. Actually, the factual elements have been used, or misused, to arrive at this distortion of the truth.

The country was formed of two sections; there have always been two sections; and the numerical supremacy and physical triumph of one over the other does not make the victor the inheritor and possessor of a common culture, of which the vanquished is a deviate. It did make him, however, callously and ignorantly self-righteous. It caused him to teach history from a definitely and strictly *Northern* viewpoint, and those of the current generations who learned that history regard the South as some willful and backward exoticism which, in its unenlightened bigotry, refuses the blessings of the national democracy. "The South is still fighting the war," is the cynicism of the mal-informed Pharisees.

The South was fighting for its culture and societal structure at least 30

years before the Civil War, and if it had not fought for its very life for at least half-a-century afterwards, the region would have sunk into "the mud-hole," which one of the greatest Unionists by his own words and acts tried to make it. Even up to the World War II period, the Southern states were victims of various economic discriminations (as well as the butt of verbal do-gooders), and to gain any vaguely proportionate share of the national material blessings the region was forced to continue a struggle into what became — with a cold period, hot period, and aftermath — a 125 Years' War.

Northerners, in the indifference of moral superiority, are not aware of this. To them a glorious Union was once threatened by some proud Rebels who refused "to free the slaves," and after heroes like Sherman and Sheridan saved the Union with their freedom crusade, the Republic continued its progressive march of democracy; but the Southerners, living in an enchanted past, declined to forget the unfortunate interlude of war and to rush back into common brotherhood. They do not know that the Southerners were *prevented* from returning to any common brotherhood, that their regional consciousness grew during their *forced* separateness and struggle for survival. From my own years of working in the North, I never thought I would use that demagogue's cliché of "Northerners don't know anything about the South." But Northerners, especially self-appointed architects of the South's destiny, do not want really to know the South. They want the South to conform to standards superimposed from without, as if the region's

separateness were merely a viewpoint and not its historical formation.

In the beginning, the North and South existed within a confederated republic frankly as separate sections, with frankly conflicting interests and distinct cultures. When the North gained numerical supremacy and attempted to exploit the South for its own interests, the Southern states withdrew from a hostile majority on the principle that is today recognized as self-determination. There was nothing in the Constitution to prevent this withdrawal.

Then, when this minority confederation was defeated by the majority confederation, the victors assumed the rightness of their way as if that had always been the dominant way of America, from which the South deviated. The South has never deviated from its original culture, except where changes were forced upon it from without. Since this was the first cultural pattern on the continent, there is certainly the justification at least of tradition and habit for its continuation.

(Continued on page 69)

Cover Note

The Cover picture shows the front view of the main-house (built 1726) at Berkeley Plantation (patented 1619), which has been continuously a working plantation since before the Pilgrims arrived at Plymouth Rock. The cover-story reveals the unique position held by Berkeley in reflecting the successive ages of Virginia history — serving as a symbol of its culture and an emblem of its order.

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"Arlington Mansion," the very heart of the County which bears its name.

ARLINGTON COUNTY: ONE IN ONE HUNDRED

By VIRGINIA WALLER DAVIS

ONE IN one hundred . . . literally and figuratively. Such is the smallest, richest, most thickly populated of all of Virginia's one hundred counties (recently reduced to 98) . . . which the Commonwealth gave away and took back . . . which has the world's largest office building but not one single incorporated town . . . one housing unit alone with a population greater than several cities of the State . . . a County government unique in the State and nation, and such phenomenal developments in recent years that, like the old woman of the nursery rhyme, she may well exclaim "Lak' a mercy on us, can this be really I."

This 25.8 square miles of hill and dale, described by Virginia's Supreme Court as "a continuous, contiguous and homogeneous community . . ." clings determinedly to her mother State along the banks of the Potomac, while being unescapably tied to the life of the nation's capital by the interests of her citizens, five bridges and a maze of super highways that unwind like gray ribbons, weaving intricate bow-knot patterns at the approaches to Washington, before spraying out deep into the heart of the County.

She "clings determinedly" because once she was given away by Virginia to form a portion of the nation's capital but today, doing double duty as the "Gateway to the South . . . and to the Capital" she is the busy, bustling, third smallest county in the nation which may, any day she chooses, become the third largest city in the State.

The visitor from the south may see her first from along the Shirley Highway, with mammoth housing developments spread along the hillsides . . . or notice the green of the golf course of the famous Army-Navy Country Club, as airplanes zoom overhead, headed to or from the National Airport which is her pride . . . one of the world's largest and literally dragged up from the river's depths to make the only civilian airport in the world owned by the United States government.

Along this highway is the fabulous Pentagon . . . five-sided, five floors, where 30,000 people daily tread the seventeen and one-half miles of corridors while handling the military affairs of the nation, and another thousand or more persons come daily just to "rubber-neck."

'Round the bend, and high on a green hillside is the spot for which the County was named . . . "Arlington" . . . home of Robert E. Lee. This is her very heart and around it, and the surrounding area, in which is the Tomb of the Unknown Soldier with its watchful sentries, the encircling highways fan out . . . and this is the County of Arlington.

A county, one among one hundred, she had the first County Manager form of government in the nation, unique in many ways from all similar types and constantly subject to change by Virginia's General Assembly, to meet the needs of a population that has skyrocketed from 16,000 in 1920 to 125,000 in 1946 and 157,000 today.

THE EDITORS are indebted to Cooper Trent Co., Inc. of Virginia for the use of a number of the photographs used in the various stories on Arlington. Also to the Arlington Chamber of Commerce, the Arlington Daily Sun and the National Park Service.

One in one hundred again, she has the **ONLY** County School Board which is elected by popular vote; the **ONLY** elected County Judge, rather than an appointed Trial Justice; the **ONLY** woman member of the General Assembly and the **ONLY** County with a separate and distinct Department of Real Estate Assessment, headed by a Director, operating directly under the County Manager and County Board, made possible by the General Assembly in 1952 and approved by the electorate.

Arlington County's Health Department, while much too busy to brag, is nevertheless a model of county health department work and has been cited nationally and internationally. To its center, constructed by Federal funds as a demonstration center, come visitors from across the nation and foreign countries, to study and observe. Arlington not only serves her own citizens through this but also, through the laboratory, clinic and treatment center for crippled children, assists most of the Northern Virginia area. It has the only in-service training program for prospective health officers in the State and, different from most counties, Arlington supports her own bureau, with State assistance, rather than the State supporting, with local assistance.

The Welfare Department has chalked up an amazing and gratifying record . . . its services are needed by only one per cent of the total population, and financial assistance is required by only one-half of one per cent.

The most recent honor came to Arlington via the office of County Judge. To this unique branch of the County government the American Bar Association has just presented the top award in the nation among areas of 100,000 to 200,000 chiefly for the adoption of the National Uniform Traffic Ticket and the use of a Violations Bureau for the collection of traffic fines . . . operating day and night . . . removing this responsibility from the Police force.

In Arlington there are no skyscrapers . . . no tall chimneys belching smoke . . . only mile upon mile of spreading residential areas, dotted with shopping areas so complete with small shops, mammoth department store branches and pyramided parking facilities that in a very small radius everything for the family may be obtained from complete new outfits to parakeets or pre-fabricated houses.

The system of streets in the older part of the County is completely baffling to the uninitiated but easily explained, once you "get the hang." This area was only rural farm lands not so long ago, with small communities having their individual streets. Since "zoning" hadn't been heard of, as these communities grew together no one was greatly surprised that the streets neither met, intersected nor bore much relation to each other but, like Topsy, "just grewed."

All of this is the constant study of the County fathers who have worked out a plan to help, whereby, beginning at Rosslyn the streets are named alphabetically, with one-syllable words . . . working on to two syllables, three and so on. Couple this with the information that four major highways slice straight across the County, that historic old Glebe Road cuts straight through the middle from the upper reaches of the County all the way to Alexandria and that, like Rome, all Arlington roads eventually lead to Washington, and the problem is solved.

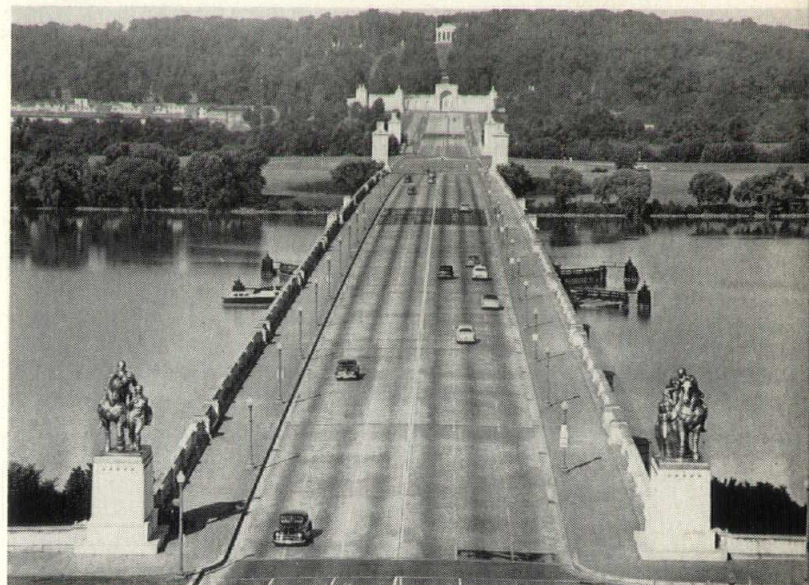
At the turn of the century Arlington was a place of very easy living, where Washingtonians had summer homes . . . reached them via a toll bridge or used the valiant steam railway which took its time between Alexandria and Leesburg.

By 1920, when she changed her old name of Alexandria County to "Arlington," this little giant began



(Fairchild photo courtesy of Cooper Trent)

The fabulous Pentagon, parking area and "bow-knotted" highways, with a bird's eye view of the nation's capital.



(Photo by Abbie Rowe—Courtesy National Park Service)

Memorial Bridge, looking toward "Arlington Mansion," high on the hillside . . . the most impressive of the many County entrances.

Below, the Shirley Highway approaches to Arlington, at Shirlington Circle, showing a portion of the County's many apartment and residential developments.

(Photo by Abbie Rowe—Courtesy National Park Service)





The Marine's impressive Iwo Jima Memorial, with a back-drop of Arlington's most recently completed apartment developments, Arlington Towers, beside the Potomac.

to stir. As wars came . . . and went . . . and government agencies began to grow with amazing speed across the river, home-seekers cast longing eyes at the green hills of Arlington. Building booms developed and soon, over the bridge the march began and Arlington, quite used to being referred to as "Washington's Gateway," found itself dubbed "Washington's Bedroom."

"Washington slept here," in all truth, having surveyed its acres as a very young man . . . and so today do thousands upon thousands of other public servants, such as he. They get to it at a faster rate of speed than he ever dreamed possible but he never had to contend with "the five o'clock rush."

Three-fourths of Arlington's citizens are estimated to be from other states and 60 per cent are engaged in one or another of the many activities of the Federal government. Of the population figure of 157,000 only approximately 45,000 are registered voters.

"PRINCIPAL INDUSTRY"

The high rate of government employment gives the County an unusual stability and this employment has been termed the "principal industry," with all other industries and enterprises affected directly or indirectly by the trend of the times.

Arlington had the first Federal housing development in the nation and since then there has been a long procession, as trees came down and earth was upturned for the successors to that first "trial balloon." Fairlington, one of her largest residential developments, costing approximately \$36,000,000 to build and occupying 322 acres containing 3,500 apartments, lies a-straddle Shirley Highway and has an estimated population of 15,000 souls.

The County's latest apartment is

the four-building Arlington Towers, on the banks of the Potomac, with a superb view of Washington, complete shopping centers, parking areas, pent house apartments, sun decks and, at its entrance on Arlington Boulevard, an exclusive view of the Marine Corps' impressive Iwo Jima Memorial. These are but two of a long list which include Washington and Lee, Colonial Village, Buckingham, the newly erected Old Dominion Arms, the Virginia and countless scores of others . . . small worlds in themselves.

Military installations cover seventeen per cent of Arlington's area and include, in addition to the Pentagon, Fort Myer with its distinguished list of residents, the Navy Department Annex with some 6,000 employees, Arlington Hall, once a girl's school and now home of the Signal Corps and others, plus Arlington National Cemetery where the bugles sound almost hourly as another "old soldier" is laid to final rest.

Real estate assessment values which, in the County, were \$39,348,740 in 1940, were \$72,369,060 in 1946 and on January 1, 1955 totalled \$247,585,869 according to official figures.

What will Arlington do when the land runs out? . . . pull down and start again . . . for zoning ordinances say "no skyscrapers" and in order to have even six stories a building must be set back 150 feet and have five acres of land.

Arlington knows how to pull down and start again for where the Pentagon is now, neat and shining and a beehive of activity, there was once activity of quite another kind. All along the river, so historians relate, gambling houses held sway. There were two large race tracks . . . one near the present north parking area and another, called "St. Asaph's" was near the Potomac yards. Saloons flourished and

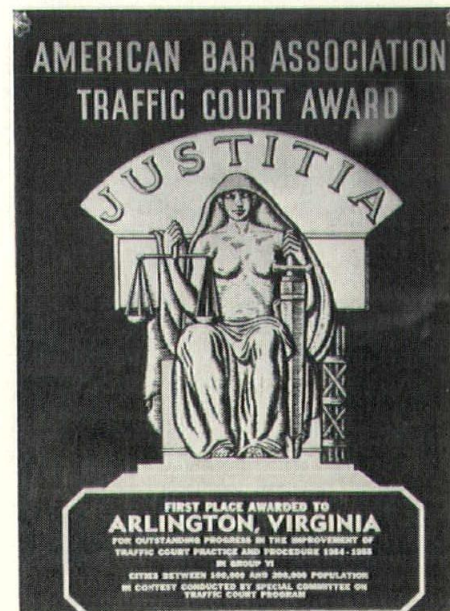
"the gang" which ran them also had the politics in such a tight grip that those that didn't agree might notify their families where to look for the bodies . . . in the deep ravine nearby, which soon earned the name "dead man's hollow." Here today sits the "military might" of the nation amidst green, levelled and flowering parkways.

500 DAILY FLIGHTS

Although on no direct railroad or interstate bus route, Arlington is served throughout by interurban buslines and railway and at its front door the National Airport has some 500-odd flights in, and out, daily and over 3,000,000 passengers a year. It takes some 6,000 persons to man the gigantic operations of this field where big silver ships line up like wall flowers awaiting the signal that send them out on the beam, soaring in the sky-blue yonder to Buenos Aires or San Francisco . . . Maine, Texas, or just around the corner.

Arlington can rightly be said to have been a part of the first "give-away program" in these, now united, states, for when the colony of Virginia was little more than a lush and verdant dream it pleased the English Crown to present the new land to favorites at the Court. To Henry, Earl of Arlington, and Thomas, Lord Culpeper, were given all of the acres now comprising Northern Virginia . . . plus thousands more. Then came the time when Robert Howsen was granted 6,000 of these acres as a reward for bringing colonists to Virginia, and last . . . but all

(Continued on page 47)



(County Police Photo)

Bronze Plaque Award presented to Arlington's County Court by the American Bar Association, and received by Judge Paul Brown, in August.



(Fred J. Maroon)

One of Arlington's handsome new school buildings. This is the Williamsburg Junior High School.

Arlington Schools: Their Amazing Growth

By T. EDWARD RUTTER, Superintendent of Schools

ARLINGTON schools have made outstanding progress in recent years. In the face of a public school enrollment which has doubled in the past decade, Arlington has eliminated part-time classes and now all pupils are on full day sessions. For the present school year, more than 21,000 students are enrolled.

Through an act of the General Assembly of Virginia in 1947, Arlington was permitted to select its school board members by popular vote, instead of by appointment. Arlington's first elected school board took office in 1948.

One of the early official acts of the elected board was to hold a special school census. This census showed that Arlington then had twice as many children below school age as were at that time enrolled in its public school classes. The census figures pointed to an urgent need for school construction, to provide classrooms for the large number of children already in Arlington who would move into public school in the immediate future.

In order to meet the need for classrooms, Arlington voters have approved four bond issues for school construction between the years 1947-52, totaling \$19,681,000. State funds totaling \$1,775,540 and Federal grants amounting to \$2,311,000 have also been received. These funds, \$23,767,540 in all, have made it possible for Arlington to build 17 modern schools and to add large additions at 11 other buildings.

While building new schools, the Arlington school board also undertook to renovate and remodel old school buildings in the community. Every classroom in Arlington is now well lighted, clean and attractive. Educa-

tionally approved equipment has been provided so that Arlington's total school plant is in good condition. Some further construction is still needed, especially to care for the influx of pupils now coming into junior and senior high school.

In order to attract good teachers, the Arlington school board has raised salaries. For the current school year, a beginning teacher without experience, who holds a Bachelor's degree from an accredited college or university, receives an annual salary of \$3500. Regular increases are given, with a maximum of \$5800 being paid to a teacher with a Master's degree, after 17 years of service.

Arlington schools have a well-developed program of in-service education for teachers to help each one

maintain high standards of instruction at all times. Teachers and parents unite in community groups organized to improve curriculum and teaching methods. Citizen advisory committees and councils named by the School Board enlist the aid of more than 500 citizens in an advisory capacity concerning various phases of school curriculum and administration.

Special classes are provided in the Arlington schools for pupils with defective hearing or vision, for those who are physically handicapped and are therefore unable to attend regular school sessions, and for children who are mentally retarded.

An enriched program of instruction for gifted children is also offered. Particularly fine instruction is offered
(Continued on page 12)



Members of the Arlington County School Board (left to right, seated): E. R. Draheim, Mrs. Elizabeth Campbell (Mrs. Edmund D.) and T. Edward Rutter, Superintendent of Schools. Back row (left to right): Barnard Joy, L. Clark Keating and Warren E. Cox, the present chairman. All are elected for staggered four-year terms which expire on January 1 of each year.

ELECTED COUNTY OFFICIALS:

(All are elected for four-year terms, except the Clerk whose term is eight years)



(Stuckey's)

WILLIAM J. HASSAN, Commonwealth's Attorney, is a former agent U. S. Secret Service, Treasury Department; Attorney, Department of Justice and World War II veteran. He was elected to his present position in 1951 and is a past president of the Arlington Democrat Club. A native of Boston, he holds both A.B. and LL.B. degrees and attended Harvard, Boston and Columbia Universities.

✓ ✓ ✓



(Harris & Ewing)

COLIN C. MacPHERSON, County Treasurer, is completing his first term in this office, having served prior to this as a member and later chairman of the first elected County School Board and as a member of the Arlington County Charter Commission. A veteran of World War II and graduate of the University of Virginia, he is a past president of the Arlington Lions Club. In 1946 he was a member of Arlington's Real Estate Reassessment Board.

✓ ✓ ✓



H. BRUCE GREEN, Clerk of the Courts, succeeded the late C. B. Laycock as County Clerk in 1945 and was elected for a new eight-year term in 1951. He served as deputy clerk for nine years prior to this. A graduate of National University Law School, Mr. Green is the son of the late Harry K. Green who served as Commissioner of Revenue for Arlington County for 30-odd years. Mr. Green has served as assistant Commonwealth's Attorney and also as District Manager and Counsel of the Alexandria office of the HOLC.

✓ ✓ ✓



(Stuckey's)

PAUL D. BROWN, County Judge, was recently appointed by the Court to fill the unexpired term of Judge Hugh Reid, resigned, has served for more than five years as Substitute Judge of this same Court and prior to this for 18 months was Assistant Commonwealth's Attorney. A graduate of Washington and Lee University, he was a member of the legal firm of Gloth, Gloth and Brown, before entering County service.

✓ ✓ ✓



(Stuckey's)

GEORGE D. FISCHER, Commissioner of Revenue, was appointed to this office in 1951 to fill the unexpired term of the late Harry K. Green, after having served for 12 years in the Commissioner's office, seven of which he was Chief Deputy Commissioner. A resident of Arlington since 1912 and native of the District of Columbia he is a graduate lawyer and Assistant District Commissioner, Arlington Boy Scouts.

✓ ✓ ✓



CARL TAYLOR, Sheriff, has been a resident of Arlington for 23 years and has been associated with the Sheriff's office for the past ten years, having served as sheriff for four years and as Deputy Sheriff six years prior to this. A veteran of World War II he has the distinction of being the first Sheriff to provide a Juvenile Shelter, thereby taking the children out of jail.

✓ ✓ ✓

JUDGES OF THE CIRCUIT COURT:

(Elected by the General Assembly for terms of eight years)



(Edmonston)

JUDGE WILLIAM D. MEDLEY, former member of the General Assembly of Virginia, having served as a member of the House of Delegates from 1934-40 and the State Senate from 1940-48, was named as Judge of Arlington's Circuit Court in March 1950.

Judge Medley has been a member of the Virginia Bar since 1928 and received his LL.B. from the National University. He served as a Virginia member on the Commission on Uniform State Laws of the U.S. and, for six years prior to election to the bench by the General Assembly, was a member of the Governor's Budget Advisory Committee. He is a Marine veteran of World War I.

✓ ✓ ✓



(Courtesy Arlington Daily Sun)

JUDGE WALTER TURPIN McCARTHY, Senior Judge of Arlington's Circuit Court, has just completed 25 years on the bench, having first been elected Judge of the 16th Judicial Circuit in April, 1930, and continuing as Judge of the 35th Judicial Circuit upon its creation in February, 1944. (The 35th Judicial Circuit includes Arlington alone and the 16th was composed of Arlington, Alexandria, Fairfax and Prince William).

Receiving his law degree at George Washington University in 1923, he began his law practice in Arlington that same year, continuing until his elevation to the bench. He is a native of Richmond, and veteran of World War I.

✓ ✓ ✓

The Government of Arlington County, Virginia

By A. T. LUNDBERG, County Manager

ARLINGTON was the first county in the United States to adopt the county manager form of government by popular vote. It was approved by referendum in 1930, and went into effect on January 1, 1932. This government varies in certain respects from the county manager or county executive plans under which some other counties in Virginia operate.

The legislative and policy-making body in Arlington is the County Board of five members elected for staggered terms of four years. The Board appoints the County Manager who is the chief executive and administrative officer and in turn appoints the Department heads. The County Board appoints a Welfare Board which supervises the Department of Welfare. A School Board of five members elected by popular vote for four years is responsible for the public schools.

As in most other counties of the State, a number of other important officers are selected by popular vote. These are the Commonwealth's Attorney, the Commissioner of the Revenue, the Treasurer, County Clerk, and the Sheriff. In Arlington, the trial justice is known as the Judge of the County Court and is also elected by popular vote. These constitutional officers are not affected by the fact that Arlington has a county manager form of government rather than the type more usual in Virginia under a Board of Supervisors.

The County Manager annually prepares a budget of proposed expenditures for general county purposes. He presents this on or before March 15th to the County Board which must adopt a budget on or before May 15. This budget controls the expenditures for general county purposes for the fiscal year which runs from July 1 through June 30, and thus projects the program of operations. The school budget, prepared by the Superintendent of



A. T. Lundberg, Arlington County Manager since 1947 and for two years prior to this Director of Public Service. Mr. Lundberg, a native of Pittsfield and graduate of Ohio Northern University, entered the service of the County in 1936 as Chief Engineer of the Arlington Water Department and succeeded the late Frank J. Hanrahan in his present office, becoming Arlington's third County Manager.

Schools and approved by the School Board is submitted by the School Superintendent at the same time.

The Manager plans and directs the work of the several departments of the County government in line with this program. Some of these departments perform what might be called house-keeping functions. Thus the Department of Personnel handles recruitment and other matters affecting the almost 1300 employees under the administrative control of the County Manager. These employees are covered by a Merit System established by the County Board in 1951. The Department of Finance keeps the financial records of the County, handles payrolls and bills, and administers budget controls. A Purchasing Agent handles procurement of materials and supplies — as well as some services — for the

County. The Office of Planning and Zoning does long range planning for the development of the County and administers the Zoning Ordinance and Land Use Plan which control that development.

The County Manager is also Director of Civil Defense and as such appoints a Coordinator who is responsible for the work of the Office of Civil Defense. The heads of the Operational Services of the Civil Defense Corps are mainly department heads or other members of the County Government.

As the result of a referendum in 1952, a Department of Real Estate Assessments was established in Arlington. This Department assesses all real estate in the County except that of public service corporations, subject to review by a Board of Equalization. This Department maintains all records of assessment on about 35,000 parcels of real estate, and is currently preparing a tax map of the County.

There are six Departments under the County Manager which operate the public facilities and provide the public services of the County. The largest of these in point of employees and expenditures is the Department of Public Service. The sewer and water systems of the County are operated by divisions of this Department as independent utilities financed from service charges rather than General Fund revenues. Arlington secures its water from the District of Columbia. Four pumping stations in the County lift the water to necessary levels. With the completion of a new reservoir this year, the combined capacity of the water storage facilities in Arlington will be 16.5 million gallons. There are 29,000 connections to the water system of 352 miles of main. The Sewer Division maintains 370 miles of sewer and operates a sewage treatment plant with a capacity of 20 million gallons daily.

Arlington's County Board Members: Left to right, Wesley W. Cooper, Robert A. Peck, George M. Rowzee, Jr. (Chairman), Mrs. Leone Buchholz and A. F. Kimel. The members of this Board are elected from the County at large for staggered four-year terms, with the term of office of one member expiring each year for three consecutive years and in the fourth year the terms of two members. All the legislative powers of the County are in their hands and they are responsible for the general management of the affairs of the County. They appoint the County Manager who in turn selects department heads.



The Highway Division of the Department of Public Service maintains 340 miles of streets and 270 miles of sidewalks. Construction of streets and sidewalks in new developments is the responsibility of the developer. A program of improvement of older areas is being carried out through construction of storm sewers, sidewalks, curbs and gutters and street widening financed from bond issues totaling \$5.4 million approved by the voters in recent years. The Sanitation Division collects refuse to be burned in a County incinerator, cleans streets, and maintains the storm sewers.

One Division of the Department of Public Service maintains the Public buildings of the County (except the schools) while another maintains the automotive equipment (except that of the School Board). Another Division does necessary surveying and staking on County construction jobs and prepares plats in connection with acquisition of land or easements by the County.

The Department of Public Safety is made up of the Fire and Police Divisions. The Fire Division operates eight fire stations with 108 paid men whose fire fighting efforts are supplemented by a volunteer firemen's force of 501 members. Damage from fires was only \$2.03 per capita over the last 12 months. This Division also operates three ambulances which answered 2,369 emergency calls last year. A Fire Prevention Bureau endeavors to eliminate fire hazards through inspections and public education. The force of 136 police officers in the Police Division is supplemented by a corps of 35 women school-crossing guards. There are also 50 volunteer auxiliary policemen. Arlington's crime rates compare favorably with those for other

municipalities its size in the country. One of our greatest problems is that of traffic control: six of the eight most heavily traveled highways in Virginia run through Arlington which not only leads the State in the relative density of traffic per mile of highway but is above the second and third highest counties combined.

The safety of Arlington residents is further insured by the Department of Inspections which issues permits for building, electrical, and plumbing work and makes inspections to see that construction follows approved plans. A Health Sanitation Inspections Division in this Department licenses and inspects food selling and eating establishments, and enforces the County Ordinances designed to promote the health sanitation of the community.

The Department of Health maintains a number of clinics for the promotion of maternal and child health and for the control and alleviation of such conditions as tuberculosis and the crippling effects of polio. The County Laboratory makes tests and examinations for other areas in Northern Virginia as well as Arlington. The State Department of Health participates in a number of the health programs.

Among the other public services which Arlington provides are library and recreational facilities and programs. The Department of Libraries operates seven branches from which 760,000 books were borrowed in the past year. The Department of Recreation and Parks maintains 335 acres of park and playground land, and carries on an extensive program of sports and other activities as well as offering instruction in a wide variety of subjects. During the last year, nearly two million persons took part in these activities.

This brief sketch has touched only the highlights of the governmental machinery which Arlington has developed over the years to provide for the safety, welfare, and well being of a community which has now grown to a population of 157,000. *♦ ♦ ♦*

DIRECTORY OF COUNTY OFFICIALS

Circuit Court Judges.....	Walter T. McCarthy
Attorney for the Commonwealth	William D. Medley
Clerk of Courts.....	William J. Hassan
Commissioner of the Revenue	H. Bruce Green
County Court Judge.....	George D. Fischer
Associate Judge.....	Paul D. Brown
Substitute Judges.....	David B. Kinney
	Homer R. Thomas
	Hugh C. Cregger, Jr.
Juvenile and Domestic Relations Court Judge	
	Hugh Reid
Sheriff.....	Carl Taylor
Treasurer.....	Colin C. MacPherson
Commissioner of Accounts.....	A. L. Handy
Medical Examiner.....	Dr. W. C. Welburn
Registrar.....	Mary Thompson
Clerk to County Board.....	Jeanne D. Simmonds
Child Care Counselor.....	Hazel D. Moore
Civil Defense Coordinator.....	L. J. Stocker
Finance Department, Director	Edgar D. Smith
Accounting Division, Chief	
	C. J. A. Johnson, Jr.
Printing Division, Chief.....	Paul N. Johnson
Purchasing Agent.....	Hilton G. Bonney
Tabulating Division, Chief.....	Thomas A. Neary
Health Department, Director.....	Dr. R. G. Beachley
Home Demonstration Agent.....	Alison S. Guthrie
Inspections Department, Director	
	Norbert Melnick
Building Inspection Division, Chief	
	P. O. Shepherd, Jr.
Electrical Inspection Division, Chief	
	W. A. Stowell, Jr.
Health Sanitation Inspection Division, Chief	
	John Gallier
Plumbing Inspection Division, Chief	
	B. B. Barco
Library Department, Director	
	Mildred G. Blattner
Office of Planning, Director.....	Frank L. Dieter
Personnel Department, Director.....	Jack H. Foster
Public Safety Department, Director	
	Carlisle Johnstone
Fire Division, Chief.....	A. C. Scheffel
Police Division, Chief.....	William G. Fawver
Public Service Department, Director.....	R. M. Wirt
Equipment Division, Chief.....	R. L. Meadows
Highway Division, Chief.....	C. G. Stoneburner
Public Buildings Division, Chief.....	J. B. Nash
Sanitation and Sewer Divisions, Chief	
	F. H. Doe, Jr.
Surveys Division, Chief.....	J. R. Wigglesworth
Water Division, Chief.....	W. I. Jefferies
Real Estate Assessments Department, Director	
	Carlton M. Roberts
Recreation and Parks Department, Director	
	W. A. Richardson
Superintendent of Schools.....	T. Edward Rutter
Superintendent of Welfare.....	John G. Howell

SCHOOLS

(Continued from page 9)

to pupils of all grades in art, music, speech and physical education.

Arlington high schools are fully accredited. Approximately 68 percent of the 823 graduates of Washington-Lee high school in June, 1955, entered institutions of higher learning in September. These students were accepted in colleges and universities from coast to coast, with college scholarships amounting to \$183,000 being awarded to the members of this one class alone.

For those students not planning to attend college, Arlington high schools offer training in a variety of occupations. While continuing their studies toward graduation they may work part time at paid jobs in retailing, in office work, or at a number of different trades. *♦ ♦ ♦*

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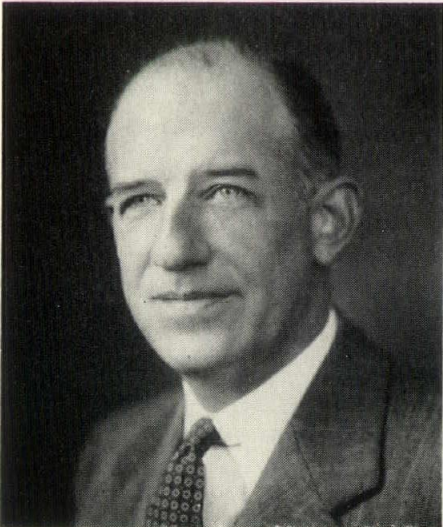
ARLINGTON'S LEGISLATIVE REPRESENTATIVES:

Congressional, State Senate and House of Delegates



JOEL T. BROYHILL

(Stuckey's)



J. MAYNARD MAGRUDER

(Harris & Ewing)

REPRESENTATIVE JOEL T. BROYHILL, Member of Congress from Virginia's newly formed Tenth District, composed of Arlington, Alexandria, Falls Church and Fairfax, has earned his "Congressional spurs" during his brief service "on the hill" where he is a member of the House District of Columbia Committee and the Post Office and Civil Service Committee.

He has directed his energies in behalf of Federal employees, (meeting with marked success) and to specific area problems. Included in these have been the questions of higher Federal pay, increased retirement, school aid, additional bridges for the Washington Metropolitan area, and the all-important bus strike.

A native of Hopewell, Virginia and resident of Arlington since 1937, Rep. Broyhill at 35 years of age is now in his second term, with an enviable record already chalked up. He has been



(Foster Studio)

KATHRYN H. STONE

instrumental in securing substantial Federal funds for school construction in Arlington and for needed improvements for the Arlington Hospital, to mention but a few of his activities; and this past April he introduced a Resolution which was approved by the Congress, dedicating "Arlington," home of Lee, as a permanent memorial. Usually referred to as the Lee Mansion, it will be designated hereafter as the Custis-Lee Mansion, giving recognition to the Mansion's first owner and builder.

Rep. Broyhill, who is a partner and general manager of one of Arlington's leading real estate and building firms has taken an active part in the civic life of Arlington since the close of World War II during which he served as a captain in the Infantry. He has served as president of the Arlington Chamber of Commerce, Chairman of the Arlington County Planning Commission, the Arlington County School Board Construction Advisory Council and any number of other civic, professional and fraternal organizations. One of his first services to his community after being elected as the first representative of Virginia's Tenth District was in connection with a crippling bus strike in Northern Virginia, the happy solution of which launched his Congressional career. *1 1 1*



(Morton & Roland)

CHARLES R. FENWICK



(James R. Dunlop)

C. HARRISON MANN, JR.

STATE SENATOR CHARLES R. FENWICK, Arlington native, has served in the General Assembly of Virginia in both the House of Delegates and the Senate, first entering the House of Delegates in 1940 and serving three terms, and, in 1947, being elected to the Senate.

Now serving on the important Senate committees of Finance; Counties, Cities and Towns; Welfare, and the Steering Committee, he has sponsored legislation of such importance to Arlington as the resolution creating the Potomac River Basin Anti-Pollution Commission; congressional re-districting bill giving to Virginia the additional Tenth Congressional District which includes Arlington; legislation resulting in Arlington having all of the powers of a city except the right to annex territory, issue bonds without a referendum and grant a franchise

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to public utilities; medical school program requiring recipient to serve in rural areas, and many more.

Senator Fenwick represents Virginia on the joint commission with Maryland and the District of Columbia to study transportation problems, and has long been a champion of all improved health and welfare measures.

In Arlington he has found time to serve as chairman, president or board member of such civic groups as the Community Chest Campaign; Citizens Association; Rotary Club; T.B., heart and polio associations, and the Chamber of Commerce. He was chairman of Arlington's Centennial Committee in 1946. His statewide activities include service on the State Welfare Board, Legislative Committee of the Virginia Council on Health and Medical Care of which he is chairman, and, among others, chairmanship of the State Wrestling and Boxing Commission which he has held since its organization in 1935.

He has twice served as president of the University of Virginia alumni association and is a veteran of both world wars. *✓ ✓ ✓*

J. MAYNARD MAGRUDER, senior member of Arlington's delegation in Virginia's House of Delegates, is chairman of the House Committee on Counties, Cities and Towns and is considered an authority on county government. He was first elected to the House in 1943 and has been re-elected biennially since then, sponsoring legislation of great importance to Arlington's growth and development, as well as to other sections of the State.

He was responsible for the first County civil service act and bills providing retirement and pension systems for local police and firemen and county employees. He was also responsible for increasing the State grant for public library services and raising Arlington's 1952 grant from \$1,250 to \$8,400, also sponsoring legislation for the free interchange of books among libraries of adjoining states.

He is vice-chairman of a study committee on the functions and efficiency of the units of government, a member of the commission to study the water resources of Virginia and, in 1954, succeeded in securing legislation in both Maryland and Virginia creating the Metropolitan Area Transportation Study Commission.

A resident of Arlington for 30-odd years during which time he has taken a leading role in all civic matters, he was a patron of legislation extending the jurisdiction of the Juvenile and Domestic Relations Courts, establish-

ing a separate judicial circuit for Arlington, simplifying the administration of tax laws and many more of far reaching importance. He is bringing to a close his legislative service at the end of his present term and has announced for the office of County Treasurer. *✓ ✓ ✓*

KATHRYN H. STONE (Mrs. Harold A. Stone), member of the House of Delegates from Arlington County, is a native of Lisbon, Iowa, and has been a resident of Arlington for the past 15 years. Educated at the University of Iowa where she won both A.B. and M.A. degrees, plus one year's work on a PhD., she became the only woman member of the House of Delegates in 1954 and is a candidate for re-election in November.

The mother of three children, Mrs. Stone's main interests are improving the quality of public education, health and welfare, and work with all youth services. She was the chief patron of the Joint Resolution which created the State Commission on Juvenile Delinquency, of which she was named chairman.

She is a member of the State Advisory Committee on suggested standards for nursery schools and kindergartens and has been working for psychiatric treatment facilities for youthful wards of the State. She was chief sponsor of legislation creating the Mobile Psychiatric Clinic.

She is a leader in all forms of Arlington's civic life including PTA, AAUW, church groups and the League of Women Voters of which she is National First Vice-President. *✓ ✓ ✓*

C. HARRISON MANN, JR., Attorney, one of Arlington's three members of the Virginia House of Delegates is a native of Alabama and graduate of the University of Virginia where he received his LL.B. During his first term in the House (1954) he authored the Joint Resolution directing the Virginia Advisory Legislative Council to study the facilities of State colleges and universities to determine their adequacy in meeting Virginia's higher education needs, and he is now serving as a member of the sub-committee studying the problem. He has been active in behalf of the establishment of a university center in Arlington and in other movements pertaining to mental health, TB and educational improvements. He has served as chairman of the Mass Evacuation Committee for Northern Virginia, is a veteran of World War II and member of the State Central Democratic Committee from the 10th District. He is a candidate for re-election in November. *✓ ✓ ✓*

KATHRYN H. STONE
Arlington Delegate
in Virginia's General Assembly
and only woman
member
tells

"WHY I LIKE TO LIVE IN ARLINGTON"



(Morton & Roland photo loaned by Arlington Daily Sun)

A busy street scene in Arlington's Clarendon section.

I like to live in Arlington because it is a beautiful residential community filled with alert citizens who value good schools and everything that contributes to wholesome family life.

Our civic life is justly famous. Almost any organization in pursuit of worthy civic aims thrives here. The Federation of Civic Associations numbers 41 affiliated groups. All of the service clubs, the church organizations, the women's organizations have large and thriving memberships. Meetings are generally interesting, purposeful and well attended. When I hear out-of-town friends bemoaning their inability to get parents out to the P.T.A. I think of several occasions when we had to move into the gymnasium and use the bleachers to hold the nearly 2,000 parents who turned out last year to the PTA meetings of the new Wakefield Junior-Senior H.S. It was necessary to divide up by grades for succeeding meetings to get the groups down to a size which would permit discussion and participation.

When I am asked to explain Arlington's fervor for civic life, I must concede that Uncle Sam has had a lot to do with it. Government workers moving to Washington for the last 15 years have not wanted to settle in the voteless District of Columbia. They wanted good housing, trees and open space, an attractive community and the right to vote and participate in the determination of their own local affairs.

These Federal workers who are the backbone of Arlington's economy and prodigious growth have come from all over the nation. They are the children of preachers, lawyers, doctors, and teachers who valued education and family living. The Federal government is responsible for the great concentration of such folk in Arlington, as in other suburbs of Metropolitan Washington. But it seems to Arlingtonians that somehow or other we attracted the cream of the crop.

LEADERSHIP IS STABLE

Arlington's civic leadership is fairly stable, considering the many assignments which take Federal employees about the country. These permanent residents have chosen to put down roots and work along with the native-born. Even those families which must be transferred from time to time, such as military personnel, try to come back to Arlington and pick up where they left off in community affairs. A service wife may have done several fine stints with the Arlington Red Cross, for example, with intervals of "tours-of-duty" in between.

Even though there are few Arlingtonians today who were born in Arlington, there is a large proportion of those who were born in Virginia. In talking with my colleagues in the General Assembly, I discovered that nearly every one of them had a son or daughter, niece or nephew or some other

relative living in Arlington. Hence the Virginia flavor is very real. Many of those not born to it, somehow acquire it. They are as proud of the historical shrines as the natives. After all these shrines are national shrines. It is satisfying to establish an intimate identity with them.

Arlington residents enjoy the highest family income and educational level of any large community in the State. Only the little City of Falls Church tops us, and then only slightly. Our median family income figure, according to a recent survey, stands at nearly \$5500, and the median years of school completed at better than 12.5 grades. We have the highest book circulation per capita of any public library in the State, and the clear favorite among readers, young and old, is *biography*. Such factors reflect the character of the population.

Arlingtonians have their fun too. Our recreation department has expanded rapidly in recent years and its program includes something for every age, from the toddler to the Silver Age Club. Our schools give excellent training in music, and school musical events are numerous and well attended. We also have an Arlington symphony orchestra.

My husband and I built our own home in Arlington fifteen years ago, when our first child was a baby. Like many other families, our children are growing up as Virginians. My interest in civic affairs and good government

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for our County and the Commonwealth stems from my belief that we all need to contribute to community life. Next to the primary family duties comes community responsibility. Improving community life is a contribution to our own children as well as others, for all children reflect the quality and character of the community.

This realization on the part of so many parents has resulted in a very active school improvement movement and the high level of interest that we have in PTA work. We enjoy our participation in state-wide organizations, too, and a goodly number of Arlingtonians hold positions of leadership in such Statewide organizations as the PTA, League of Women Voters, Federation of Woman's Clubs, American Association of University Women, and Business and Professional Women. Through such groups we come to see the importance of State action and State-local partnership in carrying on dozens of important public services. Hence there has been a growing interest in State matters and State legislation among us in recent years.

Women in Arlington have, as far as I can remember, taken their share of the responsibility for public office. Women have several times been chairman of the County Board, our governing body, and the School Board. Many women serve on various boards, commissions and advisory bodies. I am the first woman from Arlington to serve in the General Assembly, but I am certain that I will have some success-

ors, for community-minded women know that education, health, mental health, and special services for children and youth depend in many ways upon State action and financial support.

As my husband and I have lived in Arlington with our family of three growing children these past 15 years, we have developed strong feelings that this community is about as fine a place as it could be. There is always more to be done, but there are more and more in there pitching, trying to do it. No worthy cause is without its sponsors. This seems to us to be in keeping with the spirit of courageous leadership of which historic Virginia is so justly proud. There are differences of opinion aplenty, but these serve to keep us all on our toes.

We have a goodly number of "candidates meetings" in each pre-election period, with all of the candidates appearing on the platform together, stating their positions and answering questions, and such meetings are generally very well attended. So we settle our differences in a democratic manner. I should like to say, however, that such differences are mostly over methods—how to get a thing done and how fast. I believe we share a high degree of unanimity that we want Arlington to be the best possible residential community—that we want our children to be healthy, well educated, and community conscious. I am sure that we all appreciate the heritage of the Commonwealth of Virginia, and take pride in trying to carry on. *1 1 1*

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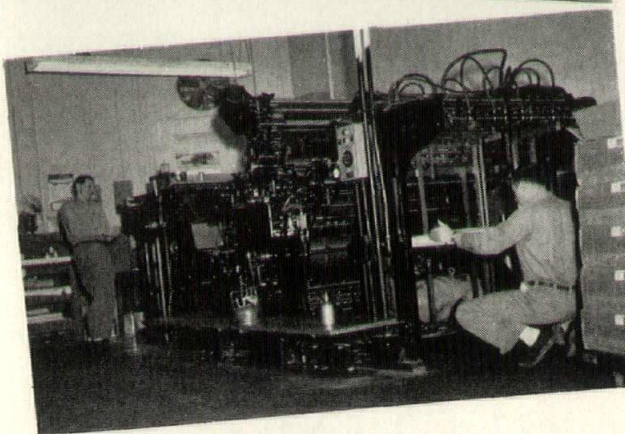
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BUSINESS AND INDUSTRY GROW

By ROBERT J. JOHNSON, *Managing Director*, and ANN D. RAWLINSON, *Secretary*
Arlington Chamber of Commerce

A WELL-BUILT community doesn't just happen. It is usually the result of the dreams, plans and hard work of those who live there. This is particularly true of Arlington County where civic-minded citizens banded together to build the community of today, much of whose progress was spearheaded by the Arlington Chamber of Commerce.

This Chamber of Commerce, which today has a membership of more than 900 business and professional men, was organized in 1924 by a group of 40 men who elected Clarence Ahalt, attorney, as their president and immediately set about the publication of a brochure entitled "Hills of Virginia" to better acquaint people with the possibilities which were Arlington's.

Believing that this area, named for the home of the illustrious General Robert E. Lee, and most strategically located, could be developed to become Virginia's northernmost metropolitan area, they also launched a movement to attract banks and building and loan associations, in the realization that their on-the-ground services went hand in hand with growth. (Today there

are not only a large number of both, but also bank branches.)

With this growth, orderly planning was necessary and in 1928 the Chamber of Commerce undrewrote some \$3,000 for the first zoning of the community into various land-use classifications, and the enactment of the first zoning ordinance, adopted in 1930. This led to the eventual adoption of the Master Zoning Ordinance, adopted in 1942.

Quickly on the heels of this came the development of a central water system for Arlington and in 1937 a central Post Office was obtained. A tremendous impetus to growth was the building of the Memorial Bridge and construction of Arlington Boulevard.

There followed some 20 years of tremendous housing developments, with an accompanying commercial development and, in recent years, especially since 1950, Arlington has changed her appearance from a mere residential area to that of a full grown city with a commercial world comparable to cities of 200,000 or more.

In 1950 two large Washington department stores, Hecht's and Kann's, began the construction of large branch

stores in Arlington. Around these stores huge business centers were developed, the Hecht Company developing the Parkington business area at a cost in excess of \$20,000,000 whereas Kann's developed the Virginia Square Shopping Area at a cost in excess of \$12,000,000. There are other shopping centers at Clarendon, Columbia Pike, Rosslyn, Shirlington and Cherrydale.

In addition to all of these, Westover, Buckingham, Washington and Lee, Barcroft, East Falls Church and North Arlington furnished neighborhood shopping areas which well supplemented the larger business centers. This whole commercial growth has been so great that retail business has jumped from \$85,000,000 in 1950 to approximately \$160,000,000 in 1955, a figure comparable to that of many cities with populations in excess of 200,000.

During these memorable years of

(Continued on page 49)

Photo lower right shows a scene in the plant of Cooper Trent of Virginia, Inc., of Arlington, one of Northern Virginia's largest and most complete printing, lithographing and designing establishments.

By
G. WATSON JAMES, JR.
Publicist

WHAT PRICE DEFYING VIRGINIA'S MOTOR VEHICLES LAWS?



(Dementi Studio)

Commissioner C. H. Lamb signing one of his many friendly letters to teen-agers who have successfully passed their operator's examination. See Exhibit 3, page 20.

IS IT STRETCHING one's imagination to ask that when the Almighty vouchsafed to men like Henry Ford and the other automobile pioneers the genius to create a machine which would push back frontiers, link the farms with the markets, provide the means of seeing the wonders of nature — that he intended that they should create a lethal weapon, a juggernaut of death, and destruction? No! The Almighty didn't intend it so, nor did the pioneers of the automobile industry, nor do the men who today design our modern cars.

Had those pioneers been able to see into the future and observe the bleary-eyed drunk taking his "one for the road"; heard the grinding crash of steel against steel, the shrieks of the victims—due to his befuddled driving—they would possibly have turned to other activities.

One thing is tragically true—that thousands of motorists in this state have and, sad to predict, will continue to operate a motor vehicle as a lethal weapon. What they have done during the fiscal year July 1, 1954-June 30, 1955 to flaunt the laws of common sense, courtesy and self-protection, and rights of others on the highway, can

be seen in Exhibits 1 and 2 accompanying this presentation of the tremendous protective operations of the Bureau of Operators and Chauffeurs Licenses and the Bureau of Safety Responsibility of your Division of Motor Vehicles. Behind the cold figures of the two exhibits is the story of death, maiming, economic loss, lost privileges, the bodies of innocent children who, but for recklessness on highways and streets, would have become useful citizens in the years to come. Small wonder that the hundreds of DMV employees, key officials from Commissioner Lamb down, supervisors and clerks of the bureaus under review, become pessimistic as, day by day, they handle records that point to men and women operating juggernauts of destruction.

First, let us consider the law governing the operation of the Bureau of Operators and Chauffeurs Licenses which, like all other bureaus of the Division, are administrative.

Carlton E. Combs, Director of the

Bureau of Operators and Chauffeurs' Licenses, sums up the laws:

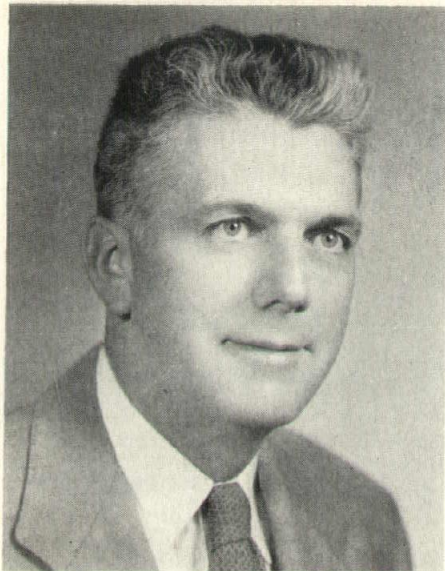
"The Virginia Operators and Chauffeurs License Act, like the Virginia Motor Vehicle Safety Responsibility Act, has been enacted exclusively as safety legislation.

"Principal objectives of the provisions incorporated in these acts are to protect careful and prudent motorists from actions of criminally reckless and financially irresponsible drivers.

"Maintenance of accurate and complete license records, as well as accident and conviction records, is of utmost importance to proper and effective administration and establishes a basis for action in identification of habitual traffic law violators and accident prone drivers. By the same token these records declare the fact that the careful and conscientious driver maintains a clear, unblemished record.

"The history of the individual motor vehicle driver is initiated when application for Virginia operator's or chauffeur's license is presented to the Division, preliminary to examination for license or upon receipt of notice of conviction of traffic violation or involvement as driver in motor vehicle accident. From the outset each individ-

All photos, unless otherwise credited, are by W. J. Keaveney, Division of Motor Vehicles.



(Dementi Studio)

C. E. Combs, Director of Bureau of Operators' Licenses.

ual's record is cumulative for the period of time he owns or operates a motor vehicle.

"The Virginia Operators and Chauffeurs License Act, sets up standards and stipulates conditions under which persons may be licensed and establishes requirements for obtaining licenses. Sections 46-363 and 46-364 relate to the issuing of operators' licenses to minors under 18 years of age.

"46-363 enumerates the conditions that must be met before the minor may be examined for an operator's license. The provisions are in part, that the applications must be signed by the father of the applicant, if the father is living and has custody, otherwise, the mother or guardian having custody of such minor or in the event a minor under the age of eighteen years has no father, mother or guardian, then an operator's license shall not be issued to a minor unless his application is signed by his employer.

"This section further stipulates that if a minor states that he has been charged with *any offense* triable by or tried in a Juvenile or Domestic Relations Court and if it appears from the above statement that the minor has been adjudged not innocent of the offense charged, the Division shall not issue a license without the written approval of the Judge of the Juvenile or Domestic Relations Court, making an adjudication as to such minor or the like approval of a similar Court of the county or city in which the parent of the child resides.

"Section 46-364 provides for the examination of a minor under the age of eighteen to determine his fitness to operate motor vehicles with safety. This section states that an operator's

EXHIBIT 2: ARREST CASES BY STATE POLICE FOR CERTAIN TRAFFIC LAW VIOLATIONS

Fiscal Year July 1, 1954—June 30, 1955

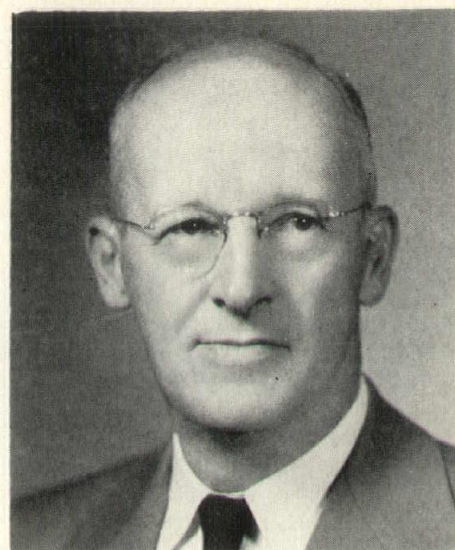
OFFENSES	NO. CASES
Hit and Run FATAL	12
Personal Injury	56
Property Damage	565
Reckless Driving	16,916
Speeding	49,348
Drunk Driving	3,143
Passing School Bus	250
Manslaughter in Operation of a Motor Vehicle	178
Improper Passing	2,525
Following Too Close	269
Improper Brakes	1,125
Improper Equipment	3,523
Improper Lights	1,614
Failing to Stop at Signs	1,398
Driving on Revoked License and Driving Without License	1,406

FATALITIES FISCAL YEAR '53-'54 841
KILLED, OF WHICH 157 WERE
PEDESTRIANS

For the calendar year of 1954 in the category of "Pedestrian Collisions with Motor Vehicles," State Police reports 11 children under five years of age were killed and 281 injured, and in the group five to including 15 years—23 were killed and 811 injured. Add to this, 20 under five years of age killed in traffic crashes and 652 injured; and 41 children five to including 15 years of age killed in traffic crashes and 1,977 injured—we arrive at a sickening grand total of 97 children up to and including 15 years of age killed, and 3,721 injured. When will this massacre of the innocent stop?

(Note: Arrest Statistics and Fatalities supplied through the courtesy of Captain C. M. Lindsey and Captain R. B. King, respectively, Department of State Police.)

license may be issued to a minor over the age of fifteen years, upon proper application therefor and upon satisfactory evidence that such minor is mentally, physically and otherwise qualified to drive a motor vehicle with safety; provided further that no such minor shall drive a motor vehicle on the streets and alleys of any city in this state if prohibited from so doing by a proper city ordinance. The Division must examine all applicants for original operators' and chauffeurs' licenses



(Dementi Studio)

G. T. Riggins, Director, Bureau of Safety Responsibility.

in accordance with the provisions of Section 46-365. This statute instructs the Division to examine every applicant for an operator's or chauffeur's license before issuing any such license as to physical and mental qualifications and ability to operate a motor vehicle in such manner as not to jeopardize the safety of persons or property and as to whether any facts exist which would bar the issuance of a license, but such examination shall not include investigation of any facts other than those directly pertaining to the ability of the applicant to operate a motor vehicle with safety, or other than those facts declared to be prerequisite to the issuance of a license under this chapter.

"Upon the successful completion of

EXHIBIT 1:

BUREAU OF SAFETY RESPONSIBILITY

CONVICTIONS, REVOCATIONS AND SUSPENSIONS FISCAL YEAR

July 1, 1954—June 30, 1955

REPORTED CONVICTIONS:	Fiscal Year 1954-1955	Increase or Decrease over fiscal year 1953-1954
Driving Drunk	8,465	.92%
Reckless Driving	31,027	6.44%
Speeding	91,768	31.90%
Felonies	290	48.72%
Other Misdemeanors	80,652	21.54%
Total Conviction Reports Received	212,202	22.19%
Basic mandatory revocation of license because of conviction	19,305	28.61%
Mandatory suspension of license for failure to file or maintain proof of financial responsibility	7,744	5.58%
Mandatory refusal of license	771	-2.28%
Total revocations, suspensions and refusals because of convictions	27,820	20.26%

REPORT OF ACCIDENTS AND SUSPENSIONS

	Fiscal Year 1954-1955	Increase or Decrease over fiscal year 1953-1954
Total reported accidents	64,531	4.97%
Accident reports received from drivers and police	149,762	5.92%
Drivers to blame involved in uninsured accidents, suspended	18,589	-.63%
Suspensions, failure to satisfy judgment	1,070	13.23%
Suspensions, failure to file or maintain proof of financial responsibility	426	24.20%
Total suspensions because of accidents	20,085	.46%
Suspensions relating to accidents and judgments terminated— Security deposited, paid and released, liability adjudicated	12,359	

an examination for license and after furnishing satisfactory evidence that he is entitled thereto, section 46-372 of the Virginia Operators and Chauffeurs License Act, provides that a temporary driver's license or permit may be issued authorizing the applicant to operate a motor vehicle for a period of 90 days on the highways of Virginia.

"This procedure allows the Division sufficient time to investigate all the facts, examine the application, and check the record of the applicant before valid operators' or chauffeurs' licenses are issued.

"It is interesting to note the language of Section 46-376 providing for the expiration and renewal of operators' licenses, so that all operators' licenses will expire on the last day of the birth month of the licensee.

"This section, in substance provides that original operators' licenses issued after July 1, 1946, shall be valid for three years from the birthday month of the applicant, nearest to the month in which license is issued. This same procedure is applicable on renewal operators' licenses, which are issued, without examination in the discretion of the Commissioner, to expire three years from the birthday month of the licensee, nearest to the month in which application for renewal is made."



Mrs. Helen Dyson (at right), Chief Clerk, File Section Units, and Supervisor of the following Units, confers with the unit supervisors (left to right): Mrs. Betty Mitchell, Supervisor, Conviction Clerical Section Unit; Mrs. Bernice Williamson, Supervisor, Conviction File Section Unit; Mrs. Agnes Clarke, Supervisor, Insurance—Clerical Unit; Mrs. Lottie Doepppe, Supervisor, Accident Posting Section Unit; and Mrs. Janie Robinson, Supervisor, Correspondence—File Section Unit.

The bureau directed by Mr. Combs is, in truth, the "Port of Entry" to the Division. As previously stated in an article on the Division published in VIRGINIA AND THE VIRGINIA RECORD December 1954, "That Piece of Paper" measuring four and one-quarter by eight inches, Application for Operators License, once filled out, affects the entire operations of the Division. Without it the Division could not exist. It may lead to a citizen being granted by the State of Virginia the privilege to legally operate an automobile in the State and else-

where, or it may mean he cannot until he has satisfied the demands of the law. At all events, "That Piece of Paper" protects the law-abiding motorist and the public against the careless, the illegal car operator, the hit-and-run and drunken drivers.

These applications flow into the Division's headquarters and field examining offices at the rate of approximately 2,000 a day.

Now let us follow the application of "John Doe" through a multiplicity of operations and checking.

The prospective operator visits the Division's headquarters, presents what is presumed to be a properly executed, original application and begins the written test. While taking this test, he cannot have for reference the booklet, "Questions and Answers on the Motor Vehicle Code of Virginia" (given to all applicants for an operator's license or learner's permit), nor can he converse with any other applicant—otherwise, he is disqualified immediately by an Examiner.

The test is divided into four parts:

1. Written test on the Motor Vehicle Laws (10 multiple-choice questions). The passing grade in this particular is 70.

2. Oral examination on highway signs and markings. The applicant must identify and interpret nine out of 13 signs and know what the highway markings mean. This examination also includes hand signals. He must know all of these. With an illiterate, Test No. 1 will be given orally.

3. This test, of major importance is termed "The Visual Acuity Test." Applicants in the age group of 15 to 55 years must read 20/70 or better, each eye; or 20/40 or better with one eye; whereas applicants above 55 must read 20/40, each eye, or 20/20 or better with one eye. Less vision than the above will fail the applicant. The minimum of 20/70 vision is seeing at

Mr. John A. Doe
300 Blank Street
Richmond, Virginia

Dear Mr. Doe:

It has been brought to my attention that you recently successfully completed your examination for a Virginia motor vehicle operator's license. I want to take this opportunity to commend you for the skill you have shown in passing these tests; and to pass along to you a word or two of friendly advice.

The grades you received on your examination have resulted in the Commonwealth of Virginia bestowing upon you the privilege to operate a motor vehicle over its highways. It is especially important to you that you carefully preserve this privilege for it is not a right; and if you abuse it, your license to drive may be taken away from you. In addition to the little booklet, "Questions and Answers on the Motor Vehicle Code," which you previously received, there is enclosed a copy of "Facts You Need to Know to be a Safe Driver." This booklet contains valuable information with which every motor vehicle operator should be familiar. It will be wise for you to read this booklet to impress upon yourself the rules of the road and the penalties suffered for their violation.

Be a good driver and observe the "Golden Rule" of the road: "Drive with the same courtesy and consideration for the other users of the highway that you would have them show you."

You will also find in this letter a copy of some remarks made by one parent to his teen-ager at the time use of the family car was first allowed. I am sure that your parents share the same feelings.

It is my hope that your driving record in the Division of Motor Vehicles will always remain as it is today—fresh and clean with no violations or accidents noted in your file.

Sincerely yours,

/s/ C. H. Lamb
Commissioner

EXHIBIT 3



1



2

(Dementi Studio)



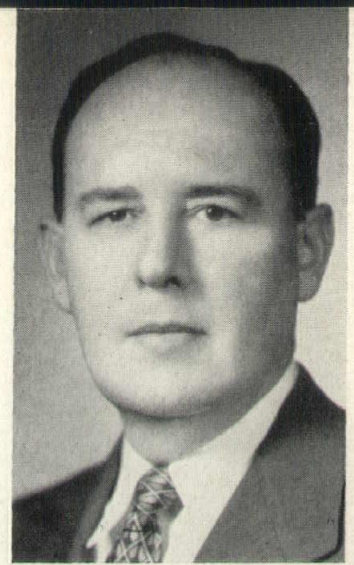
3



4



5



6

(Dementi Studio)



7

1) Wonder whose ears are burning now? Some unlucky motorist has become involved in an accident and his complete driver's license is being searched and recorded on prescribed forms by Mrs. Virginia Hostetter and Mrs. Doris Nash, who are assigned to the Accident and Conviction section. 2) J. B. Warfield, Assistant Director of Bureau of Operators' Licenses. 3) Mrs. Gladys W.

Waskey, Supervisor, Stenographic Section (at left) and Mrs. Geraldine Martin, Supervisor, Suspension Order Section. 4) A. Woodroof, Hearing Examiner, Bureau of Safety Responsibility, who reviews records of individuals and determines if they shall be cited for hearings, which he conducts throughout the state. 5) Mrs. Lois Harris, Supervisor of License Section, checking ap-

plications for operators licenses to certify that they have qualified for a license under the provisions of Sections 46-362 and 46-365 of the Virginia Operators' and Chauffeurs' License Act. 6) W. H. Brillheart, Assistant Director, Bureau of Safety Responsibility. 7) If "John Doe" has had a previous accident record, admitted or otherwise, he tells his story to J. L. Brauer of the Bureau of Safety Responsibility.

20 feet what should be seen at 70 feet. When glasses are required to get the minimum reading, the applicant is restricted to glasses when operating a motor vehicle. If applicant does not wear glasses, he must be fitted with glasses that will enable him to meet the minimum test. The eye test instrument is known as the Keystone Telebinocular.

4. The "Road Test" begins with the applicant driving approximately six blocks (in the city) and other prescribed distances in rural areas, to demonstrate his knowledge and use of hand signals, proper lanes, turns and other rules of the road. The applicant begins the "Road Test" with a score of 100, and points are deducted as errors are made. Seventy is the passing mark.

It is well to caution the new applicant that he must be accompanied to

the examining station by a licensed driver operating the vehicle. This holds true for the operator whose permit has expired, and who thereby must take the complete test again. Using as criterion the average tests conducted at DMV headquarters in one day, it requires 15 minutes per test. The average number given per day is 115.

As to the many protections thrown around the motorist in his initial examination, and later, should he, for various reasons, be required to take another, Joseph B. Warfield, Assistant Director of the Bureau, comments:

"Many motorists with physical disabilities are driving over our highways with the satisfaction of feeling that their autos are completely under control thanks to the operator's license examination they were required to pass before a driver's license could be issued.

These drivers feel a sense of security when they are in command of a motor vehicle because trained Examiners, when conducting a Road Test, have observed need for special equipment to be installed in applicants' vehicles to compensate for their disability. This equipment may consist of special hand controls, automatic transmissions, mechanical signaling devices, side-view mirrors, and etc.

"There are instances when the examination uncovers disabilities which would prevent the safe operation of motor vehicles. In such cases, of course, a license would not be issued. It is not the desire of this Bureau to deprive an individual of his privilege to drive; however, refusing to issue a license to such an individual might prevent a tragedy to him, or to others.

(Continued on page 51)



Berkeley Hundred

The Story of a Virginia Plantation—Older Than Plymouth Rock—Which Reflects the Ages of The Commonwealth

By CLIFFORD DOWDEY

(Photos by John Wood)

IN all times and places houses have stood which symbolized an era, and Virginia is blessed with many establishments that evoke phases of its past. Among those Berkeley, the demesne of the Harrisons, is unique in that the successive periods of the life of the Plantation epitomize and reflect each period of the state's history.

The first century of Berkeley Plantation, from its planting in 1619 until the construction of the present house in 1726, reflected the frontier period of the British Colony, when men of ambition with a bold dream were hacking empires out of the savage wilderness. In the second period, from 1726 into the mid-nineteenth century, Virginia's golden age was reflected at Berkeley when the Harrisons, particularly "The Signer," performed prominently in governing the Commonwealth, in leading the American Revolution, and in the perfection of an enduring culture.

The period of decline, that twilight of the gods that preceded the Civil War, had its counterpart in the softening of the Harrison line, as gentlemen of inherited privilege grew remote from the times of tumult and struggle and aspiration. Yet, typically, in this quiet sunset phase, the Harrisons sent forth a younger son to the new West who demonstrated that, when faced with a challenge, there was still vitality in the old blood. This Harrison, William Henry, became the ninth president of the United States.

Then, in the physical destruction of plantation-life in the Civil War, Berkeley's fate came with high drama: the house was used as McClellan's headquarters, and his army occupied the grounds, where Lincoln reviewed the troops in one of his two wartime trips from Washington before the last days of 1865. Even that sorrowful era of blight, the post-bellum period, had its reflection at Berkeley when the former plantation was turned into a farm and the great mansion into a farmhouse. Its mel-

lowed redbrick was painted over and its classic lines obscured by a four-sided porch which completely enclosed the house.

Finally, in the twentieth-century rehabilitation of Virginia mansions, Berkeley has shared in this renaissance with a drama distinctly its own. Mr. and Mrs. Malcolm Jamieson, the present owners, dedicated themselves to the restoration of Berkeley not only in recapture of the grandeur of the main house but in returning the land to a usefulness that makes the historic place once again—as it began—a self-supporting, working plantation.

While Mrs. Jamieson is a native Virginian, Mac Jamieson is a convert who grew up with the unique dedication of restoring a Virginia plantation, by his own efforts as a practical farmer and administrator, to a condition as of its days of glory. With the Jamiesons, the cycle has been completed, from the old frontier dream to a new vision.

OUR FIRST PIONEERS

Americans, and especially Virginians, do not usually regard those Britishers who adventured to the naked wilderness as the country's first pioneers. They were. Their frontier was a continent, thousands of miles from the settled world, and those original American pioneers crossed the ocean in a desperate gamble. Most of them came for fortune but, supported by the King's purpose of extending the empire, their real mission was, as colonists, to erect a new world in "the land called Virginia."

A group of British merchants and promoters formed the Virginia Company of London (called the London Company) to colonize for the Crown, and they sent the "early adventurers" to Jamestown—which, in 1607, became the birthplace of America. Because of the immensity of the undertaking, the London Company granted tracts of land to other smaller companies—Priorities—and in 1619 one of those sent a band of adventurers to

settle a plantation at Berkeley Hundred. Thus the plantation at Berkeley was settled before Plymouth Rock. Indeed, the first Thanksgiving in America was celebrated there before the Pilgrims sailed from England.

The few individual colonies such as Berkeley, within the Colony, formed the origin of the Virginia Plantation around which grew the culture and society of the South. For Berkeley Hundred was specifically designed to be a plantation, and there was nothing haphazard about its settlement. The company of half-dozen Englishmen drew up elaborate contracts, chartered ships, purchased the supplies and equipment necessary to sustain life for 38 men in a wilderness 3,000 miles from home, and provided the settlers with the most detailed instructions.

Of course, tobacco was the money crop, but the adventurers were instructed "to bring forth," along with "tobo," English maize and Virginia corn, Aniseeds flax and mulberry trees "for nourishing silke wormes," meadows and pasture for cattle, wheat "and the like." They were to erect a seven-foot wooden pale for the protection of the crops against animals and of themselves against Indians. "For the more decent and comely government and ordering of our family," various men were appointed to serve as superintendent, clerk of the store and clerk of the kitchen, usher of the hall and so on.

As not unnatural in that stratified society, the posts of authority went to those who could write "Gent." after their names. This identification, usually applying in the Virginia adventurers to younger sons or relations of titled houses, meant that they were superior to gainful employment or performing any useful labors. These penniless and privileged dandies, in their silks and satins, came to repair modest inheritances squandered in the London fleshpots.

Then there was an assortment of skilled artisans, such as carpenter and smythe and turner, cooper and sawyer and shingler, shoemaker and tailor,

Copyright 1955 by Clifford Dowdey



Benjamin Harrison IV, acting as his own architect, planned the two large rooms on either side of the great hall, a feature which became characteristic of basic Georgian architecture. This is one of the rooms in the present house, built in 1726.

gunmaker and cook, one "for hops and oade" and one "for pitch fish and tar." None was listed specifically as farmer. Most of the men seeking to improve their fortunes in a new world came from the overcrowded cities, and possessed few skills for conquering a wild continent. Their passage was paid by the company, who also supplied their victuals and supplies, and the majority worked on shares on a given number of acres (usually thirty) for a given number of years (never over seven), after which time they were on their own. Certainly some—no one knows how many—came as indentured servants. They worked at any task assigned them without pay of any kind, usually for five years, after which servitude they were free, due fifty acres as "adventurers," and entitled to the full privileges of British citizenship.

This cross-section of 38 Englishmen arrived on the 47-ton *Margaret*, after a two-month voyage, on the last cold day of November, 1619, at what today is Hampton. From there they sailed up the James River, beyond the struggling 12-year-old settlement at Jamestown, and came ashore on December fifth on the unmarked section of the bleak wilderness that was designated as Berkeley Hundred. There the, doubtless, apprehensive band knelt in prayer as John Woodleaf, selected as governor for the little colony, read from his orders that "we ordain that the day of our ships arrival at the place assigned for the plantation in the land of Virginia shall be yearly and perpetually kept

as a day of Thanksgiving to Almighty God."

No publicists were present to spread the story of this doomed group of men who knelt on the James River shore in celebration of America's First Thanksgiving; by the time the Pilgrims got around to their Thanksgiving, they gave the impression that they had invented the whole thing. Actually, some version of a Thanks-

giving celebration is among the oldest customs of our history: the Hebrews held such a Feast and the Greeks, from whom the Romans copied it, and the Saxons from whom it passed into England as a Harvest Home Day. But, after the Berkeley colonists introduced it to America on December 5 (old calendar), 1619, their celebration of an ancient rite in a new land was forgotten, along with so much else that began first in that cradle of America.

Those early Virginians were also America's first Indian-fighters and, despite countless motion-pictures of Apaches and Sioux and other warlike tribes, the fierce redmen of Virginia's river land repeatedly wiped out colonies. When the 38 adventurers came to settle above Jamestown, the whole Colony was fighting a losing struggle for survival against malaria, hunger and Indians—and, of course, partly their own ineptitude at adapting to the demands of a harsh and violent wilderness.

Of the first batch at Jamestown, only one in ten had survived, and by early 1621 only 843 adventurers survived out of the 1938 who had come to Virginia. By then a second ship had brought fifty more settlers to Berkeley Hundred, and by 1622 the whole Virginia Colony had rebuilt to 1240 hardy souls. Then, in a single night, the most terrible massacre in Virginia's brief and troubled history killed 347 colonists, including the

These pilings are the only remnants of Harrison's Landing, where tobacco was shipped to England in the golden age and where McClellan supplied his army.



whole colony of Berkeley Plantation. One young boy escaped to make his way northward. Many of the first-comers were already dead at the time of the massacre, and a few individuals had drifted on to other plantations, and not one person remained at Berkeley of the original colony.

Weeds grew in the brave, young gardens, cattle foraged through the recently cleared meadows, and only transient caretakers dwelt within the sagging seven-foot wooden pale around the deserted structures. But the dream

largely removed the Indian menace in Eastern Virginia—after three generations over a seventy-year span had suffered from their attacks—that Berkeley passed into the hands of the Harrison family, who were to make the plantation synonymous with Virginia's days of glory.

When the Harrisons acquired the plantation in the latter part of the seventeenth century, the frontier was moving westward from the settlements around Jamestown. The wilderness was still all around the plantations,

where the laws were made and executed by governing bodies of the settlers subject to the supervision of the King's Governor of Virginia. The men in the House of Burgesses and in the Council came from the group who were emerging, by ambition and energy and resourcefulness, into positions of financial affluence and community power.

These men came largely (though not entirely) from the settlers who planted after 1622, after the first precarious foothold had been won by



"Over 2,000 trees, shrubs and bushes have been planted on the lawn. . . ."

never died. Another group of London merchants purchased Berkeley Hundred in 1636, and in time it was sold to John Bland, whose son Giles took residence on the 8,000-acre tract. Profiting by the pioneering of the lost colony, Giles Bland successfully worked the land until he became embroiled in Nathaniel Bacon's Rebellion of 1676. For his part, Bland was executed by Governor Berkeley who, ironically, was a kinsman of the Richard Berkeley of the original Berkeley Hundred company.

It was after Bacon's Rebellion had

but people no longer lived in constant danger, and an economic system and social order were beginning to emerge. By then the small colonies founded by British companies had dispersed and individuals operated their own plantations, smaller farms and very small holdings. On those, family life had supplanted the barracks-like bachelor existence of the early settlers, and the generations born in the Colony were very conscious of being Virginians. Jamestown had grown from the disease-infected stockade of the first days into the colony's capital,

the "early adventurers." They were, as a type, more substantial people than the first pioneers and much more knowledgeable about what they were up against. Contrary to the legends of the "cavaliers" who settled Virginia, not one member of a great British house left a descendant in the Colony. The besotted dandies, who could write "Gent." after their names, were the least well-equipped of anyone for the rigors of the first frontier. While some collateral lines and distant kin of titled families left descendants (though very few from the waves

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HOT SPRINGS, VIRGINIA

prior to 1622), the majority of the men who emerged in positions of prominence sprung from good, sturdy stock—the backbone of empire. With few avenues of entry into the aristocracy in England's tight social system, these adventurers came to found a new social pattern, in which some would form a new aristocracy.

ORIGINS UNKNOWN

Of this group, the Harrisons were typical. Generations of genealogists have tried to establish connections with some titled British line for all families who rose to prominence in Virginia, but of the first Benjamin Harrison nothing is known for certain until he appeared in the public records in 1642. At that time he was living south of the James River, across from Jamestown in Surry County. He had obviously acquired property and risen to a position of some prominence in the community, for he was a member of the House of Burgesses and served as clerk of the council. But, as the time of his death is also unknown, this first Benjamin Harrison could not have cut too big a figure. He had, however, founded one of the Virginia planter dynasties.

The birth date of his son is known, 1645, and who he married, Hannah Churchill, and this Benjamin Harrison II, advanced the family along the lines laid down by his father. He operated the plantation successfully, served as sheriff of Surry (a position of some distinction in those days) and acted as co-speaker of the House of Burgesses. By the former Miss Churchill, he fathered the man who, in the third generation, became the pivot that swung the family from its modestly secure position into the powerful planter-class then forming the aristocracy which was to rule Virginia.

DREAM OF NEW DYNASTIES

There were no languid, dandified "younger sons" among this new class of semi-tropical planter-barons. These were ambitious and energetic men of affairs, sometimes ruthless and not always scrupulous. But, always mindful of the dream of the new dynasties, the moulders of the aristocracy never valued acquisitiveness for its own sake. The power of ownership was directed toward the perfection of a social order; and codes of honor, manners and customs, were evolving by the emergence of the first Harrison in 1642. Around that time a newcomer who had acquired some wealth was commended to the society because "he lives bravely, keeps a good house, and is a

(Continued on page 63)

Virginia Museum Opens Two New Facilities

TWO TOTALLY new facilities at the Virginia Museum of Fine Arts are being put into operation for the first time in September with the inauguration of the Museum Theater and the Members' Suite.

The Museum Theater, with its fine auditorium seating 500, its stage, dressing rooms, lobbies, and workshops — all air conditioned — has been created with the intention of bringing the arts of drama, dance, music, and films into full partnership with established museum interests in architecture, painting, sculpture, graphics and design.

The Virginia Museum believes that the arts requiring human participation are naturally more immediately appealing, and have been too long neglected by American museums as an important part of their programs. The exciting relation of the dynamic arts revolving about the theater to their more static cousins displayed in the adjacent galleries is obvious to all, once direct comparison can be made. The resultant increase in participation, understanding and enjoyment of all the arts by larger numbers of citizens is the goal toward which the Virginia Museum is working.

Of equal significance is the fact that dramatic arts are now, and will increasingly be, the basic technique for effective communication via cinema and television. A better knowledge and appreciation of the classics of theater arts have, therefore, new meaning for institutions concerned with our nation's culture.

A professional staff has been employed and will form a parallel operating unit to the Gallery Division. The execution of the entire theater program will be by volunteer workers, trained in groups or individually coached by the various members of the professional staff.

A theater season of seven productions will comprise the first Virginia season. Plays will all be good examples from the vast literature of the drama, from contemporary to ancient times. After audience confidence has been gained, original plays may be produced from time to time. Whenever logical,

(Continued on page 69)



Refreshment Room of air-conditioned Members' Suite opens on formal, paved Members' Garden.



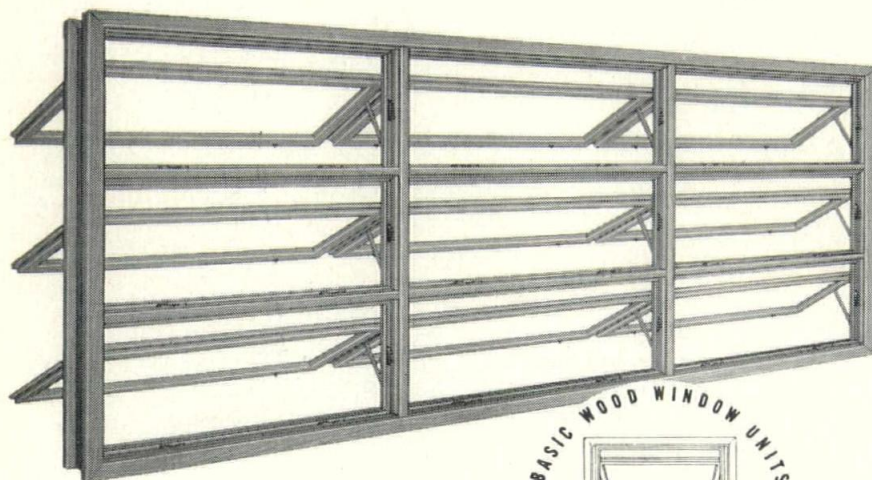
Foyer of new Museum Theater.

Members' Room provides fireplace, art and music books in a meeting place for members at the time of exhibitions and other Museum events.



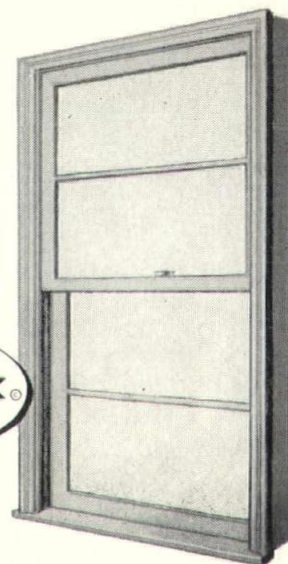
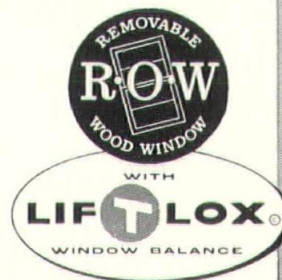
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Official Publication, Virginia Chapter, American Institute of Architects

New Administration Building at Old Gunston Hall

Ground has been broken on the historic Gunston Hall Estate near Lorton, Fairfax County, for an administration building to house a meeting room for the board of regents, administrative offices, living quarters for the hostess, and an apartment for the first regent. This building will also serve as an admissions building for Gunston Hall, the colonial home of George Mason, patriot and father of the Bill of Rights. J. Everette Fauber, Jr., Lynchburg, is architect.

The history of Gunston Hall is of special interest, inasmuch as it was given to the state some years ago by Louis Hertle. The state, in turn, gave over to the Colonial Dames of America the direction and administration of the estate through that organization's board of regents.

The new building which is located just off of an existing parking area will be constructed of handmade brick which has been reproduced to match that used in the Mansion. Other trim and details likewise are designed in the eighteenth century tradition.

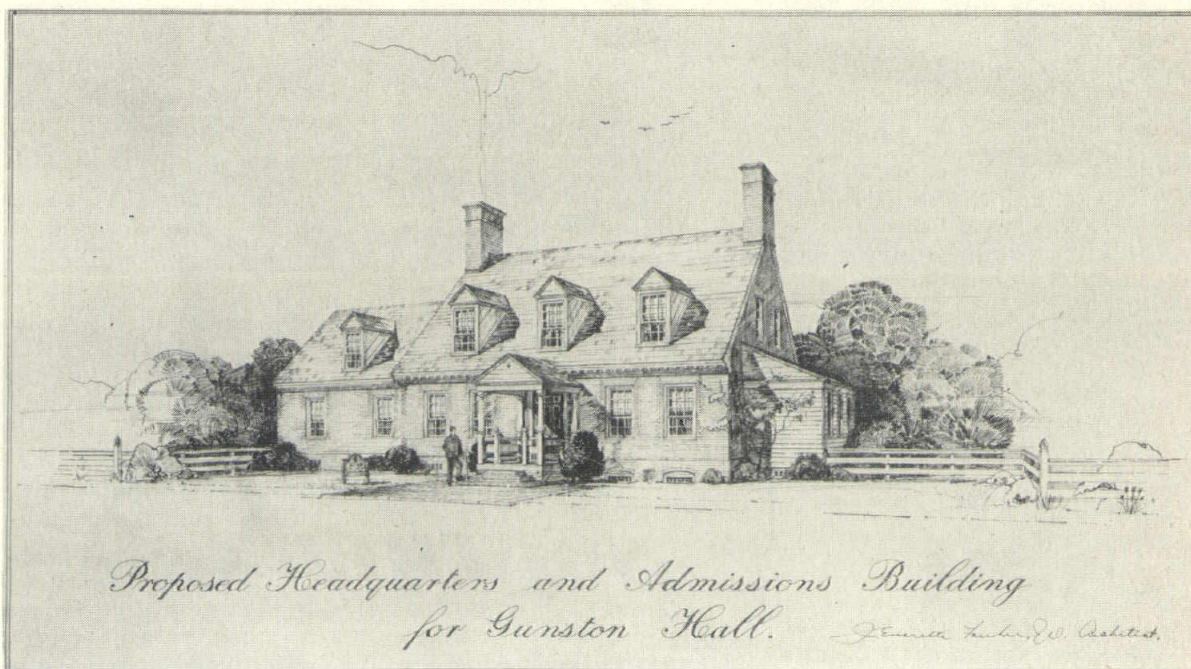
Access for the general public to the restored area is provided through the main hall of the administration building and the regents' meeting room will open on a private garden which will serve for outdoor meetings and luncheons.

As other inappropriate and modern structures are torn down in the restored area they, likewise, will be replaced with appropriate and sympathetic buildings of Colonial pattern. It is likely that, if the necessary evidence can be obtained to justify it,

most of the dependencies and various outbuildings will be restored. The Mansion, itself, has recently been restored to its eighteenth century appearance, this work having been directed by the Philadelphia architects, Fiske Kimball and E. H. Pedersen.

Sowers, Knowles & Rodes are consulting mechanical engineers, with Cowles Construction Co., Inc., Alexandria, general contractor.

Subcontractors are masonry, T. D. Frale & Sons; millwork, Miller Mfg. Co.; concrete, E. M. Thomas; roofing, American Roofers; plastering, Eugene Fox & Co.; cast stone, Arban & Carosi; plumbing, Hagar & Waters; heating, Home Heating Co.; electric, Walter Davis; insulation, Bilton Insulation, Inc.; painting, John Beach & Sons, and iron and steel, Southern Iron Works. *✓ ✓ ✓*



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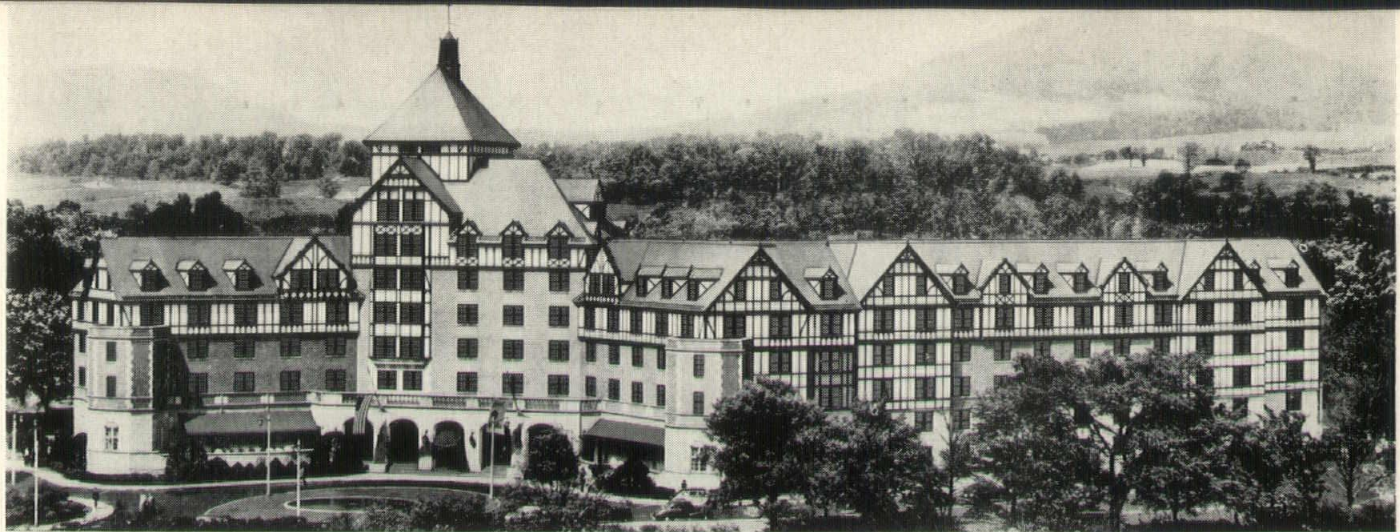


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ARCHITECTS, ENGINEERS TO JOIN AT ROANOKE CONVENTIONS

Virginia Chapter A.I.A. members will hold their fall meeting October 7 and 8 at the Hotel Roanoke concurrently with the annual meeting of the Virginia Society of Professional Engineers.

Dr. Marshall W. Fishwick, Associate Professor of American Studies at Washington and Lee University, will be the featured speaker of the meeting. He will address the banquet session at the hotel Friday night. Fishwick, addressed the Chapter at its annual meeting in Richmond several years ago and was so well received that his talk was published and distributed to other A.I.A. chapters. The A.I.A. Journal and other publications reprinted parts of the talk.

The Hotel Roanoke, popular convention spot, has recently completed a million and a quarter dollar addition which will provide plenty of space for the two professional societies. The Hotel now has 425 rooms and a banquet hall seating 300.

The A.I.A. and the V.S.P.E. will hold a joint opening session Friday morning at which they will be welcomed by Roanoke's Mayor Woody, A.I.A. President Boynton and V.S.P.E.



Dr. Marshall W. Fishwick, AIA Convention speaker.

President Ruston. Subsequent meetings of the two groups will be held separately until the Friday night dinner-dance meeting, which will be a joint affair.

ner-dance meeting, which will be a joint affair.

The A.I.A. Board of Directors and Committees will meet at the hotel Thursday evening following the president's cocktail party for early arriving members. Business sessions will be held Friday afternoon following the joint opening session with the engineers. The new A.I.A. film "Architecture U.S.A." will be presented Friday afternoon and another new film Saturday morning.

Professor Ted Fuchs of Northwestern University, specialist in theatre lighting problems will address a joint meeting of the architects and engineers Saturday morning on "Stage Lighting and Equipment."

The exhibition hall of the hotel will be the scene of exhibits by various building materials manufacturers and equipment suppliers of interest to members of the A.I.A. and the V.S.P.E. ✓

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AIA CALENDAR

October 1—

Workshops on
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Bedford, Pa.

October 6-8, 1955—

Fall Meeting
Hotel Roanoke
Roanoke, Va.

October 24-27—

Fall Board Meeting, AIA
Closing date for nominations for
awards
New Orleans

January 20-21, 1956—

Annual Meeting
Third Annual Awards Competition
Hotel Jefferson
Richmond, Va.

May 19-20, 1956

Spring Meeting
Hotel Chamberlin
Old Point Comfort, Va.

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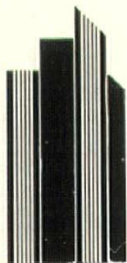
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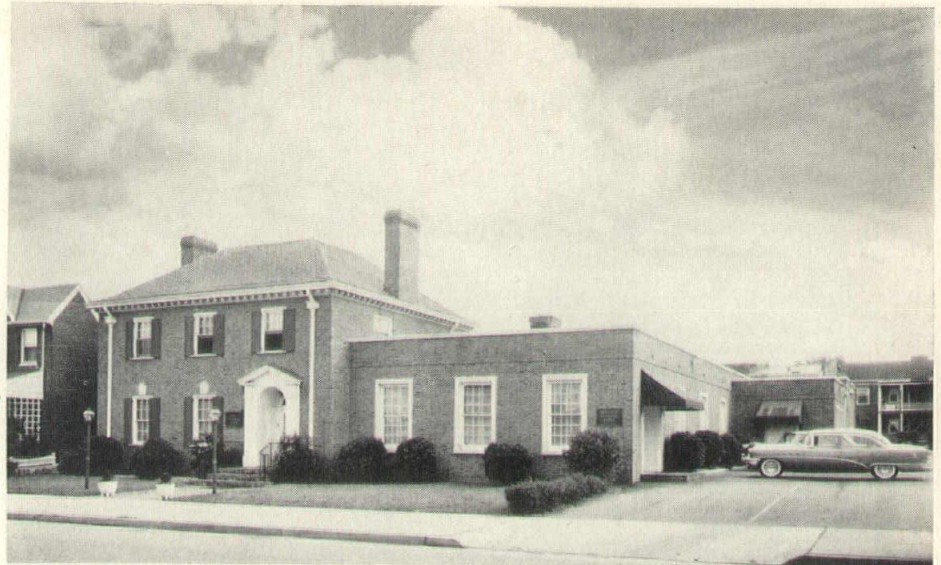
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BENNETT FUNERAL HOME, RICHMOND

ARCHITECT:
CLARENCE W. HUFF, JR.
GENERAL CONTRACTOR:
DAVIS & SPIERS, INC.



(H. Bagby photo)

ON a quiet, residential avenue in West End Richmond, the Bennett Funeral Home blends harmoniously with its surroundings. Simple lines, in the Williamsburg tradition, and the handsome brick exterior make it seem more a private dwelling than a funeral establishment.

Today—three and a half years after he moved in—Preston Bennett Southards, nephew of the founder and president of the 57-year-old concern, says in credit to Architect Clarence W. Huff, Jr., that he wouldn't change a thing if he had it to do over again. His reasons are quickly apparent to a visitor.

All the facilities for funerals, even to the general office, are conveniently placed on the first floor, arranged with taste and a thought to the comfort of families in their hours of grief. Three private parlors, or "slumber rooms," open off one side of the central, green-toned entrance hall. These are characterized by restful, indirect lighting and a feeling of privacy.

The other side of the vestibule opens into a foyer and the funeral chapel, with its acoustical ceiling and seating for 240 persons. (From a practical standpoint, the chapel is designed so that it need not be heated or air conditioned except when it is in use.)

The little things that mean so much to bereaved families have been included in the design. For instance, in the event that the people attending a funeral are too many for the available seats in the chapel, rear window-walls need only be opened to carry the service to visitors in the foyer.

An organ is placed in a small room at the left of the altar, where the organist can be seen only by the minister conducting the service and by the family seated in a private room at the right of the chapel. The family room has been arranged so that the immediate relatives can enter and depart by an outside door without having to walk through the chapel.

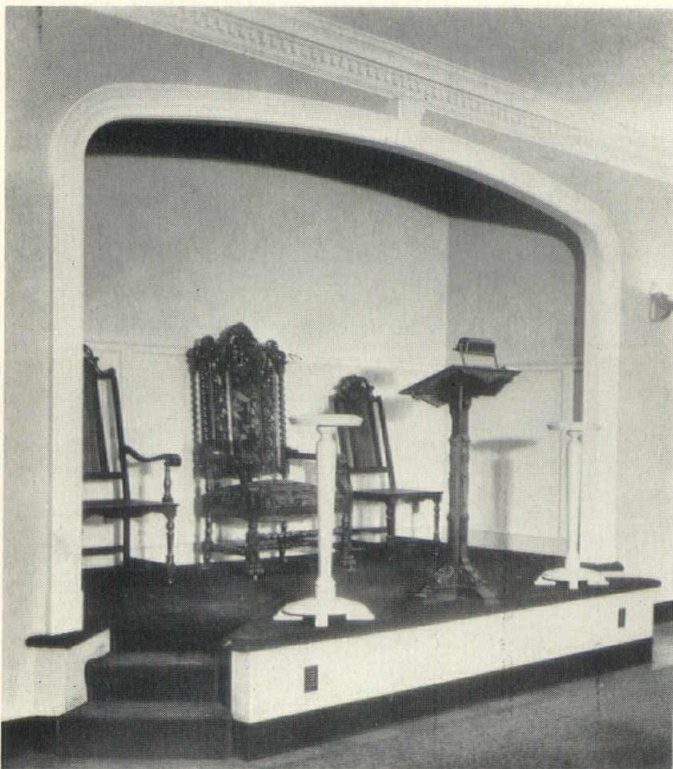
The first floor of Bennett's—concrete on bar joists—was designed so that no steps are required from the outside. This does away with the possibility of accidental slips by visitors or troubles in moving caskets to waiting hearses outside.

On the parking lot, processions of up to 40 vehicles can be arranged in order without struggling against traffic on the city streets.

At the rear of the building, a covered garage provides space for six vehicles. The basement level of the building contains operating rooms, supply and storage rooms, a surplus casket room and a display room.

The second floor, for the use of Bennett's nine-member staff only, contains two double bedrooms and a living room.

Mr. Southards, a funeral director for more than 40 of his 70 years, says he and Mr. Huff incorporated the lessons of his lengthy experience into the newest of funeral homes in Richmond. The wisdom of their approach can be



View of chapel.
Family room is to
the left.

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seen in hundreds of messages of appreciation that Bennett's has received from grateful families.

The general contractor for this job was Davis and Spiers, Inc. The sub-contractors were Tom Jones Hardware Co., A. E. Tate Lumber Co., Hankins and Johann, Inc., N. W. Martin & Bros., Inc., T. A. Talley & Son, W. H. Hawkins Engineering Co., E. S. Chappell Co., C. S. Laugerbaum & Co., A. L. Phillips' Son, Economy Cast Stone Co., W. L. Cross & Son, Ruffin and Payne, Inc., J. S. Archer Co., Ross Iron Works, Inc., O. E. Walker Co., P. E. Eubank & Co., M. A. Pemberton & Bro., E. Leslie Davis, W. Morton Northen & Co., Broad Street Window Cleaning, Monarch Elevator and Machine Co., and General Tile and Marble Co.

The material suppliers were Southern Materials Co., Massey Builders' Supply Corp., Virginia Steel Co., Herrell & Moore, Richmond Glass Shop, R. A. Siewers, Inc., and Manson-Smith Co. *1 1 1*

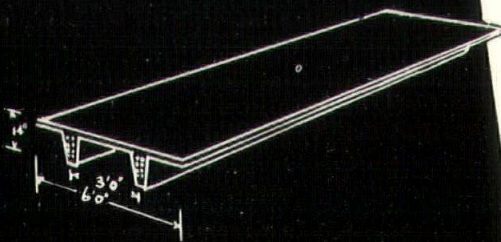
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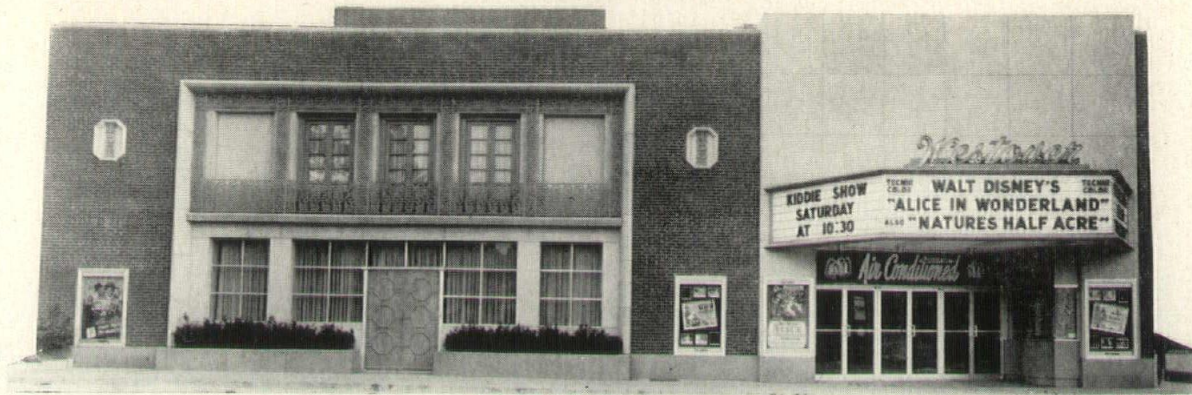
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WESTOVER THEATRE COMBINES ENTERTAINMENT, COMMUNITY INTERESTS

The Westover Theatre in Richmond was completed in 1950. The final plan and design adopted was the result of a series of studies extending over a period of 15 years, plans being made and discarded or revised to meet the changing conditions in the motion picture field and the construction industry, as well as to keep up with the population growth and development in the general area. A. O. Budina, F.A.I.A., was architect.

In 1949, when it appeared that conditions were reasonably stable, the whole problem was reviewed. This indicated that there was a need for a theatre in the area and that it should be developed into a real community center as well as a place for motion picture entertainment. With this in mind, the architect was charged with providing a room which local organizations could use as a meeting place at times when the theatre was not operating to capacity. This room had to double as a lounge or waiting room for the theatre when needed, but arranged so that it could be completely isolated

from the theatre activities.

To accomplish this, the ground floor was designed as a 600-seat theatre, complete in itself with lounges, rest rooms, toilets, etc., and the mezzanine floor planned for an additional 225 seats in a balcony, the community room with a small kitchenette, and a second complete set of rest rooms.

This arrangement has worked out very satisfactorily for everyone concerned and the meeting room has been used by local civic and garden clubs, church organizations, Red Cross instruction classes and the like.

Special provisions were also made to accommodate on the ground floor wheel chair paraplegic patrons from the nearby Veterans Hospital.

Other requirements were that ample space be allotted for the concession stand, that finish materials throughout could be easily cleaned and maintained and that the plan of the screen platform and the projection room be flexible enough to accommodate theatre television and the newer three-dimensional projection equipment.

The Westover received "International Recognition" as one of the most modern and well appointed theatres constructed during the year 1949 in the form of a merit award (Oscar) from the National Exhibitor and Theatre Catalog.

The building is owned by Neighborhood Theatre, Inc.

Henry W. Roberts was consulting structural engineer for the theatre which is located at Forest Hill Avenue and West 48th St. Doyle & Russell, Richmond, were general contractors. Subcontractors were as follows:

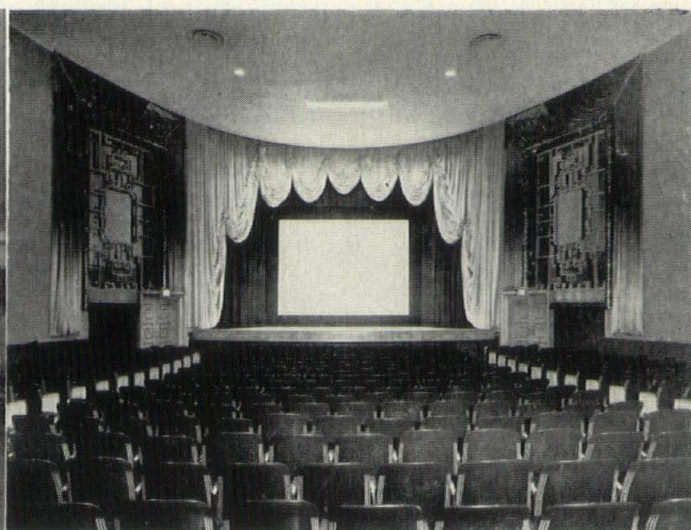
Richmond Steel Co., structural steel and ornamental iron; John Wilton, plastering; O. E. Walker, painting; Carle Boehling Co., plumbing; Acme Engineering Co., heating and air conditioning; Reubin Burton, Inc., roofing and sheet metal work.

Material suppliers were Economy tone Co., Mo-Sai; Talley Neon, marquee signs; Novelty Scenic Studios, Inc., stage draperies; General Tile & Marble Co., ceramic tile, and Crane Co., plumbing fixtures. 1 1 1

Ground floor lounge.



Interior of auditorium.



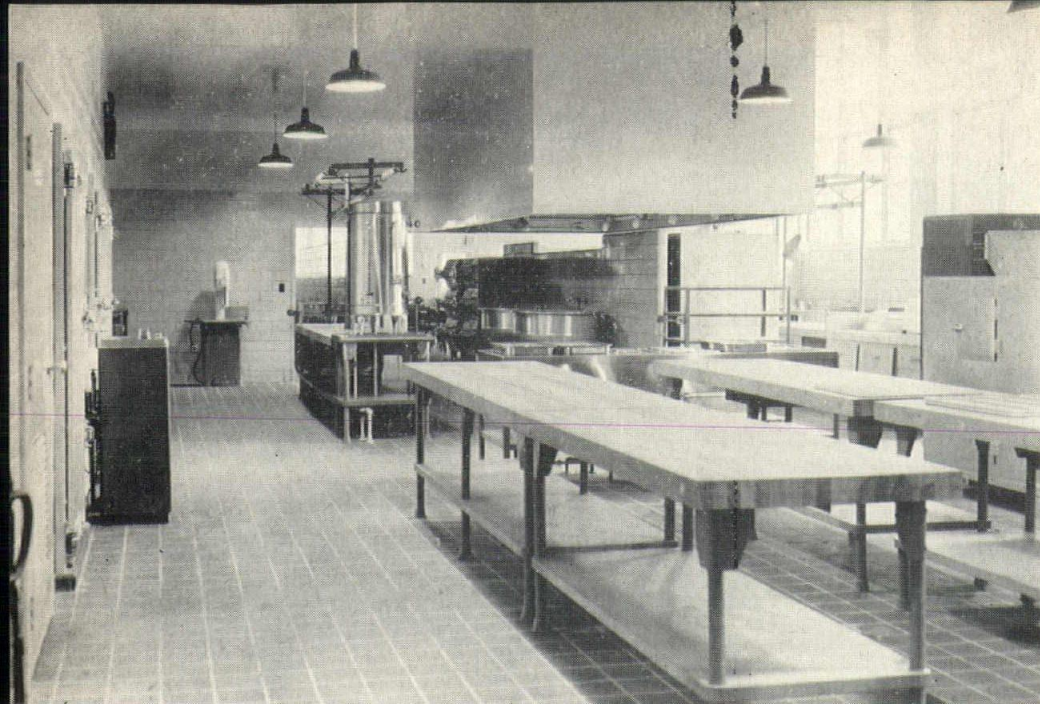
NORFOLK MUN I. WALKER TRUST

Architect: JOH

General
THORINGTON-C

Aerial Photo, A

Other Photos, I



Kitchen

Need for care and services of the chronically ill and the aged constitutes one of the foremost health and welfare problems today. Many factors contributed to the decision in 1952 to erect a special type of hospital in Norfolk which would provide such nursing and general medical care; and in 1954 the new hospital facility, caring for only bed patients, was erected at a cost of \$628,000. The former 160-bed unit, adjoining the new building, is used for the home care of ambulatory, older persons.

John A. Simpson, Norfolk, was architect, with Thorington Construction Co., Richmond, general contractor.

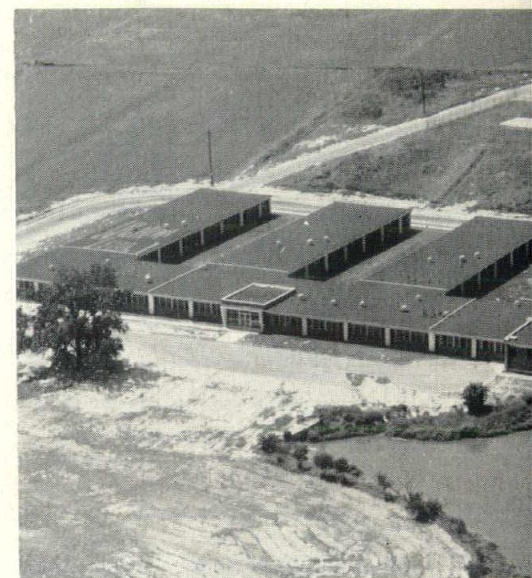
The Norfolk Municipal Hospital is the official title of the municipally operated institution which dates back to 1890, when it was first opened as the City Poor Home, Poor House or Alms House. This history of the institution in terms of the persons for whom it has provided institutional care, is undoubtedly paralleled by the history of many other tax-supported institution homes. As an Alms House this institution received the poor of the city, who for various sociological reasons usually were the aged and older citizens. In time of course, as the phenomenon of an aging population was experienced, the tax-supported home for the aged or poor house became a placement source for long-term nursing care of the infirm aged and gradually the chronically ill, who in many instances were not so aged.

The result of changing trends was a shift in emphasis from institutional home care to institutional nursing and medical care which in function operated at variable points between the functional level of the nursing home and the functional level of a general hospital. The institutional intake experience also reflected these changing trends as applications for admission became preponderantly requests for hospital nursing care. The type of institutional population reversed itself as the number of patients in home care dwindled and maximum occupancy was reached by the hospital type population requiring bed care.

This obviously led to the situation in which nursing and general medical services to chronically ill and aged ill were being administered in institutional facilities not functionally accommodated to hospital and medical care. Mounting pressures were created by demands for admissions which were the result of the increasing number of long-term cases, sometimes convalescent as well as chronic in the general hospitals.

The Municipal Hospital in 1952 consisted of a dormitory type building (the original building built in 1890) and a two-story building which provided 160 beds for hospital type care. This latter building was originally constructed as an institutional home in 1934 but began functioning as a type of hospital within two years after it was built.

Comparative admission and population statistics have some real significance. For example, five years ago the census of home type patients was 275, whereas now it is 120. In three years there have been 34 admissions for home care, 22 of which occurred as a result of the transfer of patients originally admitted for hospital care. By comparison, hospital admissions for the single year of 1954



Aerial

totaled 283. Significant also is the fact that the average bed occupancy after six months' treatment was 75 percent.

The medical and nursing staff which includes one resident physician, one superintendent, 20 licensed practical nurses, 24 unlicensed nurses (10 are ten male nurses). The medical and nursing services are also met by extension of the services of the City, at a cost for patient care in this new building of five dollars per day, per patient.

The medical services received by patients are general medicine, directed by a resident physician, diagnostic service or treatment service, and patient and out-patient services of local physicians.

Only applicants who are residents of the City, are admitted. The admission is voluntary and not custodial. Applicants who are mentally defective and the mentally ill are denied admission.

The admissions procedure is selected by a trained social worker who is a member of the City staff. All applications are screened through the social worker.

Financial requirements are prescribed by the City. Payment of a flat monthly rate of \$10.00 is required to pay. Those who are not eligible for public assistance and pay their hospital bills.

The new building is of concrete, double hung steel sash with ventilators

CIPAL HOSPITAL WELFARE CENTER

N A. SIMPSON

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View

at the present hospital has a 100 per
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cares for the 201 patients consists of
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he City of Norfolk, as defined by the
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ntake procedure.

by ordinance, which provides for the
for care and treatment. All patients
gent are eligible to make application
charges from their awards, if approved.
h concrete foundation. Windows are
ottom. Walls are of brick facing with

Solite block backing. Floors in corridors, lobby and utility rooms are terrazzo; rooms, cafeterias, offices, dispensaries, loggias, and canteen of asphalt tile with base; kitchen and sterilizing room, quarry tile.

Doors are of hollow metal construction with metal frames. Partitions are Gypsum block, Solite block and glazed tile with all walls plastered with the exception of corridors, cafeterias, and kitchen, which will have glazed tile wainscoting.

Slab of floor is reinforced concrete resting on gravel fill, with one inch cement topping and fill. Ceiling is Vermiculite plaster on wire lath suspended from metal joist. Roof framing is metal joist with two-and-one-half-inch poured gypsum slab.

Roofing is applied gravel bonded roof with galvanized iron gutters. Plumbing is copper tubing with Eljer fixtures. Heating is high pressure steam from the power house now on grounds, to be converted to hot water for base board radiation.

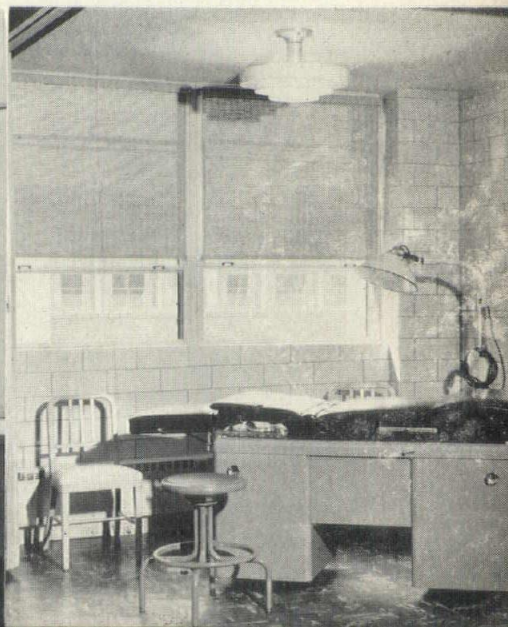
The building has the following units:

Lobby, six general offices, office for head nurse, rooms for 200 beds, with wash basins and closets in each room, rooms for eight orderlies, baths, locker room and toilet, rooms for 12 nurses with baths, locker room, lounge room and toilet, maids' locker room and toilet, sewing room, housekeeping room, four utility rooms, eight toilets for patients, eight baths for patients, four bed pan rooms, four nurses' stations, and diet pantries, two examination and treatment rooms, and medical storage room. Also, general kitchen for cafeterias and bed patients (kitchens to have four walk-in refrigerators), white and colored cafeterias, staff cafeterias and help cafeteria, canteen, morgue with refrigerator for four bodies, sterilizing room, and miscellaneous storage rooms.

The building is 408 feet long, with four wings, 205 feet long; entire area is 52,000 square feet.

Sub-contractors and material suppliers as follows: DuKane Corp., St. Charles, Ill., speaker system; Old Dominion Foundry, Richmond, heat exchanges; Eastern Plumbing & Heating Corp., Portsmouth, plumbing; Pittsburgh Plate Glass Co., Norfolk, glass and glazing; W. Wallace Neale Co., Richmond, radiation; Shaw Paint & Wall Paper Co., Inc., Norfolk, painting and interior decorating; Tuck & Kendall, Inc., Norfolk, electrical; Atlantic Equipment Corp., Norfolk, kitchen equipment; P. C. Hartman Co., Norfolk, refrigeration; Barnum-Bruns, Iron Works, Norfolk, steel; Truscon Steel Division, Norfolk, steel; Door Engineering Corp., Norfolk, doors; H. N. Bollinger, Norfolk, plastering; Ajax Tile & Marble Co., Norfolk, tile; Ruffin & Payne, Richmond, millwork; Remington Rand, Inc., Norfolk, doors; International Business Machine Corp., Norfolk, clock system; United Cork Companies, Baltimore, Md., insulation, morgue refrigerators; Hall, Hodges Co., Inc., Norfolk, reinforcing steel and joists; R. W. Hudgins, Norfolk, hardware; Eastern Building Supply Co., Richmond, glazed tile; J. B. Eurell Co., Lansdowne, Penna., Gypsum roof; Fowler Roofing Co., Norfolk, roof and sheet metal; American Sterilizer Co., Washington, D. C., sterilizer equipment; Cofers, drapes and blinds; Vermiculite Washington, D. C., sterilizer equipment; Cofers, Norfolk, drapes and blinds; Vermiculite Co., Washington, D. C., acoustical ceiling; Capital Cubicle Co., Brooklyn, N. Y., metal rods for hanging curtains, and Foster Refrigerator Corp., New York.

Four bed ward, left, and an examination room, right.



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(see page 41)

F. W. DODGE CUBE AND AREA METHOD

Several Virginia chapter members have found the F. W. Dodge methods for calculating cubage, area and cost, much more uniform than the standard A.I.A. method. Charles C. Justice, who presented the method to the recent Chapter executive committee meeting for discussion, says that his office has found the system more uniform than others. He added that the State Board of Education School Plans Division will accept this method of calculating size if so noted in the calculations.

CUBE AND AREA METHOD (F. W. Dodge)

AREA—The area of each floor (including unfinished basement but excluding partially excavated areas, crawl spaces, etc.) is taken from exterior face of wall to exterior face of wall. All covered areas such as walkways, porches, etc., are taken as one-half area while over-hangs are taken as one-third area.

CUBAGE—Height is measured (on a flat roof building) from the underside of the lowest slab in contact with the ground to the top of the roof deck. On pitched-roof buildings the same method is followed except that the highest point is that midway between roof ridge and wall plate or heel of the truss. Chimneys, dormers, and similar projections are ignored. Unless parapet walls exceed four feet in height above roof deck and foundation walls exceed three feet in depth below lowest floor slab they are ignored. Where they exceed these figures the actual cube of the additional wall is added to total cubage. Garages and unfinished basements are taken as full cube while all covered areas such as walkways, porches, etc. are taken as one-half cube.

COST—Exclude all architectural and engineering fees, cost of land, paving, walks, landscaping, caissons, piling and other special foundation costs, movable furnishings and equipment." *✓ ✓ ✓*

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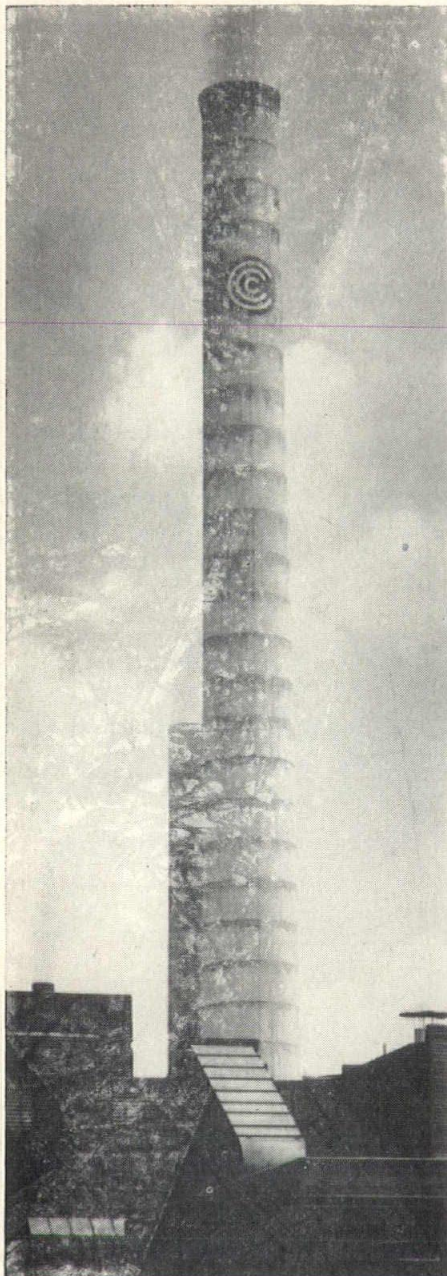
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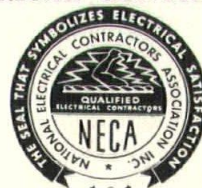
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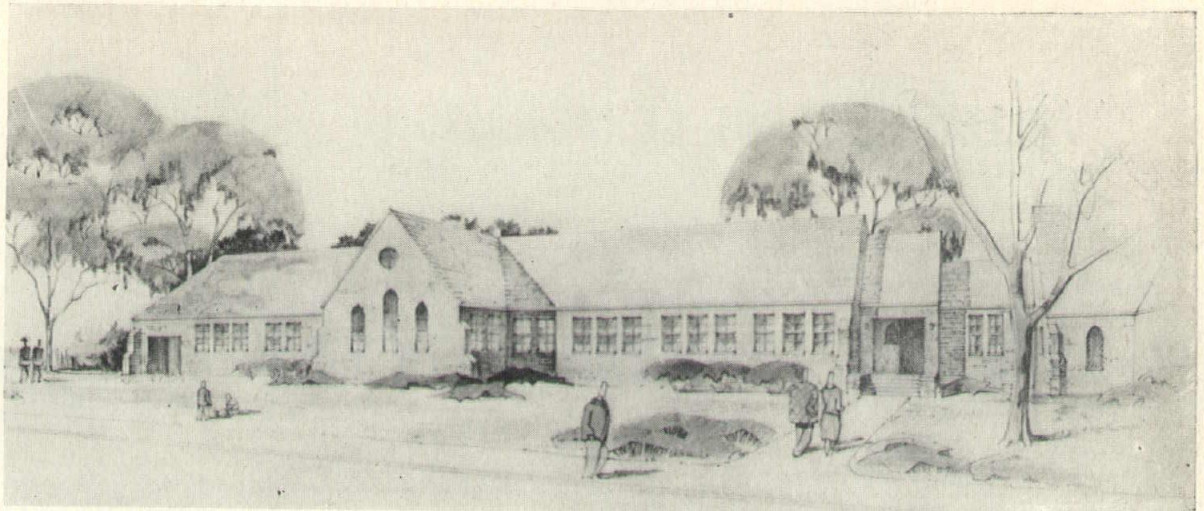
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J. B. WINE & SON

Addition to St.
James Methodist
Church at
Churchville.



TWO RECENT PROJECTS OF DALEY CRAIG

Two recent projects of Daley Craig, Waynesboro, are a Sunday School Building for St. James Methodist Church, Churchville, and the BARC Electric Cooperative, Millboro.

The St. James Methodist Church, in the Valley of Virginia seven miles north of Staunton, was organized in 1826. The original church was erected jointly by the Methodist Episcopal and United Brethren Church in Christ and known as "St. James Meeting House." It was used by the two denominations for 51 years. In 1877 the United Brethren sold their one-half interest to the Methodists.

In 1923 the old church was torn down and the new present church built, using the brick from the old building. It was dedicated on October 12, 1924 by Bishop U. V. W. Darlington.

By 1954 the thriving Churchville community had grown to such an extent that additional facilities were needed. The new education building, 40 ft. by 140 ft., connected to the present building, will carry out the beautiful Gothic design and provide for the educational needs of the church. The large Fellowship Hall, with ample kitchen facilities, located on the ground floor, was planned to meet the needs of a growing church in a growing community. The 11 additional class rooms, located on the main floor should meet the needs of the church for years to come.

The problem of this church was to provide the needed space with the funds available, and still retain the architectural beauty of the present structure. All the planning done has centered around these two objectives.

To obtain good effects at a minimum of cost all the walls on the ground floor and many of those on the main



floor are of painted cinder block. The Fellowship Hall is left clear of columns by spanning the entire width with steel beams; it also has a large brick fireplace and adequate kitchen facilities.

On the main floor, steel trusses span the entire width of the building so that partitions can be located wherever desired. All ceilings are of plaster. For the sake of economy much of the painting and the cabinet work is being done by members of the church. The general contractors, S. R. Gay & Co., Inc., are putting forth every effort to have the structure completed by late fall.

Churchville was made a circuit in 1850, the first pastor being the Rev. Philip D. Rescork, born in Cornwall, England. The present pastor, the Rev. W. G. Price, was born in Augusta County and has served the church for five years. He and the Building Committee, of which John Hevener is chairman, have given much thought and study, as well as their continued efforts, in planning the new structure and raising the necessary funds.

Sowers, Knowles & Rodes, Roanoke, were consulting mechanical engineers, and S. R. Gay & Co., Lynchburg, was general contractor. Subcontractors follow:

BARC Electric Cooperative at Millboro.

Montague-Betts Co., steel and iron work; T. Domin-Adams Co., roofing and sheet metal; Campbell-Payne, Inc., millwork; H. D. White & Co., painting, all of Lynchburg; Virginia Steel Co., reinforcing and bar joists; Truscon Steel, steel windows; both of Richmond; W. A. Brand, plastering; Standard Tile Co., tile and marble, both of Staunton; Crawford Door Co., Staunton, folding doors; Rossbach & Sons, Inc., Chicago, Gothic windows; Cothran Plumbing and Heating, Altavista, plumbing and heating; and Binswanger Co., Roanoke, glass. Old Virginia Brick Co., Salem, supplied face brick.

The BARC Electric Cooperative located at Millboro, Bath County, was organized in 1938 by a group of local farmers and businessmen for the sole purpose of securing central station electrical service for Bath, Allegheny, Rockbridge and parts of Augusta Counties. The charter was obtained in 1938 and consumers began receiving electric service in March 1939.

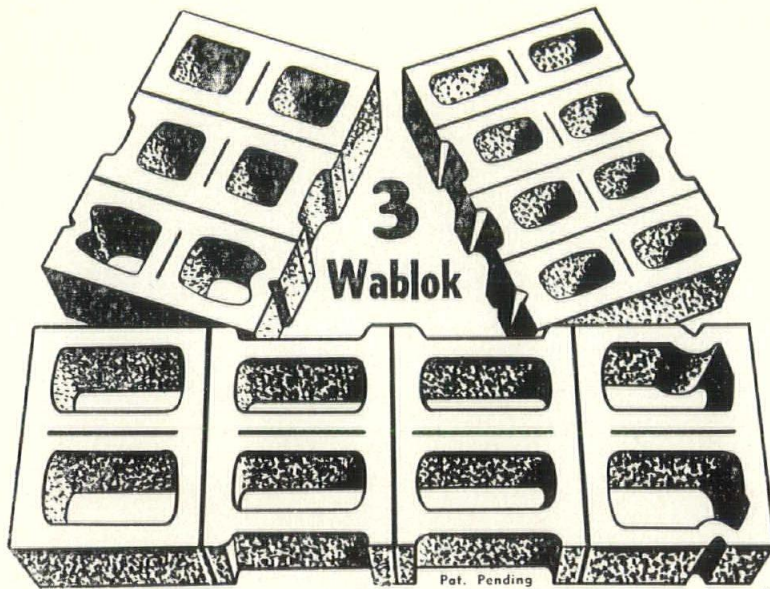
This cooperative, of which Mr. A. H. Cauley is manager, is locally owned and operated by a board of directors elected annually by the entire membership. It has grown into a rather large business enterprise, now serving 4,600 customers, requiring the generation and purchasing of 10,000,000 kilowatt hours annually and 1,100 miles of distribution lines to serve the membership.

The office building is located on a

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tract of several acres at the junction of two state highways opposite the Millboro High School, with space for landscaping. It is a one-story structure, 81 ft. x 60 ft., with boiler room and storage in basement. The building is fireproof throughout.

Off the main lobby is a display area for electric equipment, the cashier's office, the general office, the manager's office and the assembly room, which serves to demonstrate new electrical equipment, as well as a board of directors room. Bookkeeping, billing and two private offices, also a vault, storage room, ladies' lounge, locker room and men's room are included.

Floors and wainscot of ladies and men's rooms are of clay tile; walls and ceilings of these rooms are plaster. Floors for balance of the building are of asphalt tile; the walls are of painted cinder block. The exterior is of red brick. Windows are aluminum with stone trim. The building is heated with a circulating air system.

This building, along with the high school opposite, is the center of county activities of the Millboro area of Rockbridge County.

J. B. Wine & Son, Staunton, was general contractor. Subcontractors were Blue Ridge Steel Co., Waynesboro, reinforcing, steel and ironwork; Lupton Metal Products, Washington, steel windows; N. W. Martin & Bros., Inc., Charlottesville, roofing; W. A. Brand, Staunton, plastering; Holsinger Lumber Co., Staunton, millwork.

Also, Earl Alley, Staunton, painting; Shenandoah Electric Co., Fairfield, electric; R. W. Cash Plumbing and Heating, Staunton, plumbing; Marston and Michael, Staunton, heating; Standard Tile Co., Staunton, tile and marble; Virginia Greenstone Co., Lynchburg, stone; Economy Cast Stone Co., Richmond, cast stone; and Binswanger & Co., Richmond, glass.

Material suppliers were Valley Blox, Waynesboro, cinder block; LeHigh Portland Cement Co., Fordwick, cement; General Shales Co., Johnson City, Tenn., face brick, and Pittsburgh Corning Corporation, Pittsburgh, insulation.

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(Danfoto)

NEW MEDICAL OFFICE BUILDING NOW IN USE

Three obstetricians and a dentist have recently moved into their new offices at 2913 Park Avenue, Richmond. The offices, designed by J. Henley Walker, Jr., Richmond, contain two major suites — one for the dentist, while the three obstetricians share the other.

This new construction, situated on a long, narrow lot, was designed to meet its function and at the same time to make as attractive an appearance as possible in the crowded neighborhood. For this reason, the entrance to the two offices was placed as far off the street as it could be. The set back of entrances also afforded the opportunity of eliminating any steps on the front of the building. Ample planting was planned for the curved brick planting areas that not only serve as retaining walls but also tend to lead one from the street to the entrance. The planting areas define a landscaped court that is paved in brick and concrete. As one approaches the entrance, he is immediately aware of the deep, sheltering overhang that provides bad weather protection for patients using the building as well as protection of the building itself. Upon entering either of the air-conditioned offices, a reception and waiting area looks out over the court and planting areas.

The obstetricians' suite contains, in addition to reception and waiting rooms, three conference rooms adjacent to four examination rooms, all with custom-designed furniture. Adjoining all examination rooms are dressing areas with ceramic tile toilets. A small lab in the rear of the suite serves the office sufficiently.

The dentist's office is equipped and furnished with the latest in equipment. This suite consists of three operating rooms with a sterilizing alcove, dark room and laboratory adjacent, in ad-



(Ronald F. Marion photo)

dition to the waiting room, business office, and private office. A recovery room is also available with built-in beds for patients when needed. A vanity alcove is placed nearby for use by out-going patients. Each room in the entire building is supplied with music by concealed microphones in the ceiling.

The rear of the building is used for off-street parking and private entrances for the doctors.

Brick and solite block was used for outside walls, along with a concrete slab on grade and plastered gypsum interior partitions. The roof construction is prestressed-precast concrete panels. These panels, measuring 6' x 24', are only 10½" deep, which reduced the height of the structure. The prestressed panels cost about the same as conventional steel framing, but their selection was based on greater speed in erection of the building, along with a much better fire insurance rating.

The general contractor for the build-

ing was Russell B. Blank.

Milton S. Glaser served as interior decorator, along with Kenneth Higgins, as landscape architect.

Acoustical ceilings, tile floors and plastering were by J. A. Wilton, Jr. and Bro.; accordion doors by J. S. Archer and Company; millwork by Miller Mfg. Company; concrete prestressed roof panels by Concrete Structures, Inc.; excavating and grading by E. G. Bowles; finished hardware by Pleasants Hardware; glass, glazing and aluminum work, metal doors and frames, metal toilet partitions by Sash Door & Glass Corp.; heating, ventilating and air-conditioning by Ralph Lampie; masonry work by Southern Brick Company; miscellaneous and ornamental iron work and structural steel by Welding Service Corp.; painting by W. B. Dickerson; plumbing by Virginia Plumbing & Heating Corp.; roofing by Norlin Roofing & Deck Corp.; and soap stone sills by Richmond Tile & Mosaic.

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Announcement . . .

Effective the first of August, nineteen hundred and fifty-five, the assets and liabilities of West Brothers, a Partnership, have been transferred to West Sand and Gravel Company, Inc., a corporation, with Directors and Officers as follows:

Edward E. West, Sr.Director and President
Edward E. West, Jr.Director and Secretary Treasurer
John M. Miller, IVDirector
William B. GrahamDirector

The policies of the old organization of high quality and good service will be continued under the new organization.

EDWARD E. WEST
President
West Sand and Gravel Company, Inc.

"PRE-FAB" TEPEES GO WEST

The Richmond architectural firm of Marcellus Wright & Son has been commissioned by the U. S. Public Health Service for an unusual project in prefabricated housing.

The architects will not be concerned with designing new types or styles of "pre-fabs," but with a \$1,-250,000 job of moving 257 buildings from their present location at Camp Pickett, Virginia, to new locations at Public Health Service stations in 13 far western states.

250 of the buildings are dwelling units, mostly three bedroom single family houses. Seven are laundry buildings which go along with the houses. All of the buildings will be disassembled at the Virginia army camp site and re-erected on Indian Reservations in North and South Dakota, Minnesota, Nebraska, Montana, Washington, Oregon, Idaho, Oklahoma, Nevada, Arizona, Colorado and New Mexico.

The buildings, say the architects, are of panelized construction. Building contractors bidding on the project will be asked for quotations for disassembly and loading; re-assembly; and for a combination of the two tasks. The buildings will be rehabilitated as necessary before being re-erected on their new sites.

Re-erection at the new sites will include new utilities such as sewer, water and electricity, sidewalks, etc. According to Marcellus Wright, Jr., the distances involved have never approached those in this project. This should open new horizons for the use of prefabricated buildings.

"The size and scope of the project," Wright reports, "is also unusual." The buildings will be divided between approximately fifty-seven locations. "Site planning, utilities, etc., will be required at each location. When these are complete," he says, "Each panel of each building, which will be marked on disassembly to guide re-erection, should slide into place like a vast jig-saw puzzle covering half of the United States."

Planning for the project includes schedules and instruction for replacing any of the pieces of the buildings which may be damaged or otherwise unusable. Time schedules have been arranged for the various increments of the project. Disassembly and shipping of the buildings will dovetail with the completion of the site work at the new locations on the Indian Reservations. *****

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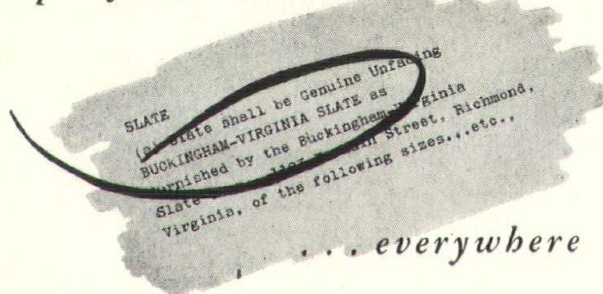
(SEE PAGE 29)

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ARLINGTON COUNTY

(Continued
from page 8)

important was the day in 1789 when the Virginia Commonwealth carved from the side of Fairfax County the area that today is Arlington . . . plus the then "town" of Alexandria . . . and handed it as a free and gracious gift to the Federal government. This land, together with a similar gift from Maryland, was to form a rectangular District of Columbia . . . each boundary line ten miles long, divided, appropriately enough, by the Potomac river which derived its final English name from the chief Indian village which once had been at the mouth of the creek . . . "Petomek" or place of tribute.

What had been Fairfax County became the Federal County of Alexandria and the first boundary stone was laid in 1791 at the mouth of great Hunting Creek at the south corner of Alexandria.

COMPROMISE, AS USUAL

Left at first under the control of Virginia it was not until 1801 that the area was entirely under Federal control and voting rights were taken from the residents. In not too long a time a ground swell for return to the Commonwealth began. It took fifty-odd years to bring it about and it is something of a toss up whether the events leading up to the cession of the land or to the retrocession were the stormiest.

When Virginia put in her bid for the nation's capital with the definite promise of ten miles square, it precipitated such a violent debate in the Congress that for a time it looked as though there would have to be two capitals . . . one in the north and another in the south.

The deadlock was finally broken in the same fashion that deadlocks are broken today . . . compromise. Alexander Hamilton was promoting a fiscal plan for the country which embodied the assumption by the Federal government of the war debts of the States.



(Photo by Abbie Rowe—Courtesy National Park Service)

The National Airport, one of the largest in the world and the only civilian airfield owned by the United States government.

Virginia had paid her debts and therefore objected, and while her own Thomas Jefferson, then Secretary of State, surprisingly sided with Hamilton, a "deal" was made. Northern congressmen agreed to withdraw their opposition to a southern capital and Virginians withdrew their opposition to the Hamilton plan. The famous "Resident Act" was passed.

After retrocession Alexandria remained the name of the county until 1920; and Alexandria "city" remained the county-seat until 1896 when, to avoid confusion, another location was selected, and public spirited citizens, with their own "give-away program," donated land on which the oldest part of the present Court House was built in 1898. It was then called Fort Myer Heights, and now is Clarendon.

No radio or newspaper, in the early days, was on hand to acquaint the citizens with all of the exciting "goings on," even those in the area most concerned, which today has its own radio stations, daily newspaper and shoppers journal, in spite of the proximity of Washington.

Arlington's northwestern and southwestern boundaries form a neat right angle, with a jagged line across the bottom caused, in part, by Alexandria's annexation of some of Arlington's area which had been a part of the District of Columbia. The Virginia General Assembly has prevented further annexation of Arlington's territory and the Supreme Court has held that it cannot, within itself, be subdivided for the establishment of an incorporated town or city. Arlington's citizens have voted, once, against becoming a city . . . largely, it is said, because of an overwhelming array of primary highways within her borders, which now are mainly the problem of the Commonwealth, and which she is not ready to assume until her individual highway difficulties are closer to being worked out. Just now she is busy

being a "gateway" . . . north and south.

In these 25 square miles there are 70-odd churches, of many different faiths, including Assembly of God, Baha'i World Faith, Jehovah's Witnesses, Latter Day Saints, Nazarene, Pilgrim, Seventh-Day Adventist, Church of the Brethren, Evangelical, Hebrew, Holiness, Roman Catholic and Protestant churches of all denominations.

Community organizations of every known variety are thriving concerns and two major county clubs . . . plus many more . . . lure the tired business man.

Two hospitals take care of Arlington residents . . . Arlington Hospital and Anderson Clinic; and in addition to a public school system in which today 21,000 pupils are enrolled, there are numbers of private and parochial schools, plus Marymount Junior College which is the only Catholic college in the State, and the Northern Virginia branch of the University of Virginia. A multi-million dollar school construction program for the public school system is now nearing conclusion.

"ARLINGTON" IS NAMED

Arlington's major shrine, flood-lighted at night so that its white columned portico glows against the sky, seemingly just a little lower than the stars, is, in many ways, a link with both George Washington and Robert E. Lee.

It was John Parke Custis, Martha Washington's son by her first husband, who purchased 1,000 of the 6,000 acres which Robert Howsen had originally been granted and which he thought so little of that he swapped them off to the Alexander family for six hogsheads of tobacco. It is said that Mr. Custis paid Mr. Alexander for them in good "Virginia currency" and straightway named them "Arlington" for his own ancestral home on Virginia's Eastern Shore which, in turn, had been named in honor of the Earl of Arlington.

It was left, however, to Martha Washington's grandson, George Washington Parke Custis, to build the mansion of today, completed sometime prior to 1812. Many are the stories of the lavish entertainments on the sweeping lawns of the estate . . . of the "Custis spring" down by the river where he had pavilions constructed for entertaining the many visitors from around the country side. As the adopted "son" of Martha and George, following his own father's death, he inherited many of the treasures from Mt. Vernon and here was born the baby daughter,

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Mary, whom Robert E. Lee took as his bride.

Today the halls of the Arlington Mansion echo to the sound of shuffling feet as visitors pause on their tour of the many-roomed mansion to get a better look at the State dining room where Lafayette was entertained; the family parlor where, beneath the center archway Mary Custis became "Mrs. Lee," and on up to the second floor where all but one of the seven Lee children were born.

Rolling away from the rear is Arlington cemetery and in front, as far as the eye can see there stretches a panorama, impressive and beautiful. Sparkling in the sunshine is the tranquil Potomac . . . and the land around it unbelievably changed from what it was when the first white man clapped eyes on it in 1608 and called it "good." Almost straight ahead is the gleaming whiteness of the Lincoln Memorial . . . off in the distance the sturdy dome of the Capitol . . . the clean-cut shaft of the Washington monument . . . the Jefferson Memorial . . . the huge piles of stone that house the myriad government agencies . . . and the constantly flowing traffic, like giant insects, weaving over parkways and bridges.

All of this is the "Arlington picture" . . . a part of the County which is "one among one hundred." ❧ ❧ ❧

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BUSINESS & INDUSTRY GROW

(Continued from page 17)

commercial growth (1950-55) the Arlington Chamber of Commerce has increased its membership from a little in excess of 300 members to more than 900.

With the great increase in costs of building a top school system, a growing government with its needed departments, better roads, better water and sewer systems, improved police, fire and recreational facilities, it became apparent that taxes would either have to increase to a point of being prohibitive or new sources of income be found.

The Chamber of Commerce was called upon to study the best possible means of combatting the problem and to map a program of County financing.

A Business and Industrial Promotion Committee was created and charged with the responsibility of bringing to the county more business and industry, thus adding to the county's tax base and increasing income. This program was approved by the County Board and the following steps taken: a survey of all industrial and business sites, which was done by the Industrial and Development Department of the Virginia Electric and Power Company; obtaining the coope-

ration of the owners of such sites to the effect that they would either sell or build and lease such properties to potential tenants or purchasers; preparing a brochure devised to sell the strategic location of Arlington and the potentials of the area.

In the past few years the following various businesses have made Arlington their home: three life insurance companies; a large paint company; an apartment hotel; three most modern motels, one of which, now in process of construction, it is said will be the largest in the world; six large commercial warehouses; one large automotive agency; approximately 50 small business concerns and a six million dollar industrial plant is proposed.

By 1956 approximately \$40,000,000 of new commercial properties will have been added to our tax roles.

It is interesting to note that, with few exceptions, most of Arlington's industry has been small, but certainly diversified. There are three iron work companies, however everywhere else you look industry rarely comes in more than pairs.

There are cement block companies, concrete product companies, one large printing and blue-print company, a large factory ready-made small home company, two or three bottling works, a number of millwork concerns and,

above all, a large number of research laboratories.

During the past three years Arlington, like Alexandria, has become one of the fastest growing research centers in the world. Melpar, Inc. is the largest of these.

By and large, Arlington has become a center for small industry, yet Melpar and the proposed \$7,000,000 Western Electric plant will change that complexion somewhat. It is well known, however, that growth in the industrial field will continue to be in small industry because Arlington wants "No Smoke Stacks."

The Chamber of Commerce's Industrial and Business Promotion Committee is directing its attention toward more small industry and research companies. Such concerns will give Arlington more trained employees, with higher incomes. The present average family income is \$9,300. It is hoped that this can be raised even more.

From this point of view it looks as if Arlington's memorable past will be brightened by a future of progress. Here in these rolling hills of Northern Virginia is being developed a city of great capacity and proportions which is destined to become one of Virginia's largest cities. *****

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WHAT PRICE DEFYING MOTOR VEHICLE LAWS?

(Continued from page 21)



Will an operator's license be issued or not? The answer lies in the alphabetical name file which is being closely checked by Mrs. Helen Dozier, Supervisor of the File Section, assisted by Miss Janice Bonovitch, file clerk.

"May we urge those who have unfortunately developed a physical disability from accident, illness, or advanced years, since they last underwent an examination, and feel some doubt as to their ability to continue to operate motor vehicles with complete safety; to voluntarily report to the local Licensing Examiner for the purpose of undergoing a driving test.

"The Licensing Examiner stands ready, in the interest of highway safety, to assist and advise regarding their ability to drive. It may be necessary to equip their vehicles with special equipment to compensate for their disability, or the examination may disclose that their ability to drive has become so impaired that they should discontinue immediately their operation of motor vehicles.

"Each day, we read of the continuing slaughter on our highways and wonder what can be done to prevent this colossal tragedy.

"What has been suggested above will help, and it is the solemn duty of each driver to prove to himself in case of doubt, that he still is a good, safe driver."

Meanwhile, as "John Doe" applies himself to the test, a teller at Operators Permit Window checks with the Bureau of Operators Licenses to see if this applicant has any previous suspension, revocation, or conviction record, not improbable in many instances.

If given a clean slate, "John Doe" is permitted to proceed with the written and road test, and if successful, pays

the fee and is issued a 90-day temporary permit pending issuance of his permanent license card.

If, on the other hand, "John Doe" is found to have a record in the Bureau of Operators Licenses, examination is discontinued and he is referred to the Bureau of Safety Responsibility for checking to establish identity and explain his case and record. He may not have had a bad Virginia record but one in a sister state or he may have, when a minor, run afoul of the law by illegally operating a motor vehicle, etc.

Then, there is the situation in which "John Doe" states on his application that he has had a previous revocation, conviction or suspension. In this case, he is also directed to the Bureau of Safety Responsibility for a check of his record, and it is possible that before issuance of a permit he might have to file proof of future responsibility.

Now, assuming that there is no record against "John Doe," but he fails his examination, he is notified by the examiner and his application is rejected. He can return for another try later when he can pass the required test.

It should be noted that applicants for learners' permits are checked in the same manner as detailed above.

TO "PROCESSING TABLE"

Each day, the teller at the Operators Permit Window forwards applications to the "processing table" in the Bureau of Operators Licenses.

Here, before recording future operations in the above Bureau, we must follow the procedure in the Division's 132 examining stations throughout Virginia to see what happens to "John Doe" if he applies to one of them instead of at Division headquarters.

He executes an application, submits to the regular examination, and if successful, is issued the 90-day temporary permit. His application and record of examination are forwarded to the Bureau of Operators Licenses at Richmond where if it is found he has a previous record, his temporary permit is cancelled and he is sent to the Bureau of Safety Responsibility for an accounting. If he submits an application stating a previous record, he is also referred to the Bureau of Safety Responsibility and examination at the field office is deferred.

Now, after the field applications are checked by the Accounting Section they arrive at the "processing table" in the Bureau of Operators Licenses where, with those originating in the Division's headquarters, they are sep-

arated, classified, examined, and approved correct or otherwise. The applications then are passed on to a coding clerk for assignment of number, after which they continue on their processing journey to be sorted by the month of birth of the applicants. Now, they are ready for the Duplicating and Photo Section where they are:

- 1) assigned a license number, issue and expiration dates;
- 2) photographed to provide licensee's copy and file copy;
- 3) sent through processing machine and dryer;
- 4) moved to the cutting machine, which trims the license and file cards to proper size, and
- 5) then to the backing-up machine which prints space for recording convictions on the reverse side of the permanent license card eventually sent to the successful applicant.

However, not yet, as the applications and cards are returned from the Duplicating and Photo Section to the Bureau of Operators Licenses "checking and setting-up desk." Here a check is made for proper photographing, legibility, numerical assignment and sequence, and the cards and applications are separated as to alphabetical and code order.

The cards, in alphabetical order, are filed against "stop" cards to assure that license cards are not mailed to anyone not entitled thereto.

Meanwhile, from the "checking and setting-up desk," applications which are in order are routed to the numerical license file.

If, in filing the alphabetical cards, "stops" are encountered, these cards, with the applications, are sent to the Safety Responsibility Bureau where they are filed until all laws have been complied with.

227,697 TESTS LAST YEAR

It remains then to place the approved applicants' license cards in envelopes with the booklet, "Facts You Need to Know to be a Safe Driver," and mail them.

Some idea is gained of the volume of work necessary in this all-important safety function by the examiners at headquarters and stations throughout the state under E. Y. Allen, director of the Bureau of Field Services, when it is recorded that total examinations given for the fiscal year July 1, 1954-June 30, 1955, were 227,697 with 68,119 who failed the tests, leaving 159,578 successful in securing operators' and/or chauffeurs' licenses. Significantly 30,290 failed the driving test and 33,445 the motor vehicle laws. In fact, there were 98,929 collective reasons why the 68,119 applicants were rejected.

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As of June 30, 1955, Director Combs estimated there were 1,790,000 operators licensed and 68,575 chauffeurs. Staggering files and operations are necessary to keep tab on those operators.

Then, to complicate matters, Mr. Combs' files indicate in the category of common names approximately 2,088 John Smiths; 3,272 William Smiths, 1,320 John Jones(es); 2,156 William Jones(es); 1,034 William Browns; and 1,981 John Williams(es). It is patent you can't revoke the wrong Smith or Brown's, etc. license. You've got to be sure, and to be sure, the personnel of this bureau must be particularly accurate and patient.

Among the thousands who take the operators' examinations yearly are a host of teen-age minors to whom Commissioner Lamb writes a frank, non-preaching personal letter, following their successfully passing the tests. This letter is reproduced elsewhere in this article (see Exhibit 3, page 20). No one knows better than Commissioner Lamb, now in his 31st year of service with the Division, the tragedies that are locked up in the accident and revocation files.

SAFETY RESPONSIBILITY BUREAU AND THE SAFETY RESPONSIBILITY ACT

Over ten years ago, legislators and businessmen realized that sharp "teeth" had to be put into motor vehicle laws of Virginia to further regulate operations of motor vehicles under certain circumstances and thereby insure greater safety of life, limb and property. This resulted in enactment by the General Assembly during the session of 1944 of "The Virginia Motor Vehicle Safety Responsibility Act." The act became effective on January 1, 1945, and was preceded by an intensive publicity campaign to acquaint the public that it was not a law of persecution but of protection. During the past ten years, its provisions have been strengthened, and, in consequence, this, the largest bureau of the Division, has grown from approximately 30 men and women as of January 1, 1945, to 145 at this writing.

In brief, according to W. H. Brillheart, assistant director of the bureau, "The act provides for revocation and suspension of operating and registration privileges; it provides for furnishing proof of financial responsibility under certain circumstances on the part of persons who have failed to satisfy judgments or who have been convicted of certain violations. It prescribes terms and conditions upon which proof or security may be sup-

plied by bond, cash deposit or insurance, provides for assignment of risk among insurance carriers under certain circumstances and prescribes certain penalties for violation of its provisions."

We might append here the actual text of Section 46-455 and Section 46-456 defining proof of responsibility and method of proving it, not always understood by the motoring public.

"Sec. 46-455. Meaning of "proof of financial responsibility." — Proof of financial responsibility means proof of ability to respond in damages for liability thereafter incurred arising out of the ownership, maintenance, use or operation of a motor vehicle, in the amount of ten thousand dollars because of bodily injury to or death of any one person, and subject thereto for one person in the amount of twenty thousand dollars because of bodily injury to or death of two or more persons in any one accident, and in the amount of one thousand dollars because of injury to or destruction of property in any one accident. Proof in these amounts shall be furnished for each motor vehicle registered by the person."

"Sec. 46-456. Methods of proving financial responsibility. — Proof of financial responsibility when required under this chapter may be given by proof that:

(1) A policy or policies of motor vehicle liability insurance have been obtained and are in full force and effect,

(2) A bond has been duly executed,

(3) A deposit has been made of money or securities, or

(4) A self-insurance certificate has been filed, all as herein provided."

Now let us examine in brief, but not in exact text, some other sections of the Motor Vehicle Laws of Virginia as they affect the operator of and/or owner of a motor vehicle and the operation of the Bureau of Safety Responsibility.

Section 46-416. Authority upon which the Division revokes for one year a person's privileges to drive and registration upon conviction of the following offenses committed under either a state law or a valid town, city or county ordinance substantially the same as state law; (1) voluntary or involuntary manslaughter resulting from the operation of a motor vehicle; (2) violation of Section 18-75, the driving drunk law, and Section 18-78, driving after forfeiture of license; (3) perjury or the making of a false affidavit requiring the regulation of motor vehicles and their operation or making false statement on application for operator's or chauffeur's license; (4) any crime punishable as a felony under the motor vehicle laws of this state or any other felony in the commission of which a motor vehicle is used; (5) two charges of reckless driving or forfeiture of bail upon these

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charges when committed within a period of 12 consecutive months; (6) failing to stop and disclose his identity at the scene of the accident on the part of the driver of a motor vehicle involved in an accident resulting in death of or injury to another person.

Section 46-59. Provides when the Commissioner, under any law of Virginia, suspends or revokes the operator's or chauffeur's license, upon receiving records of his conviction, the Commissioner shall suspend his registration certificate and registration plates for any motor vehicle registered in the name as owner of the person so convicted. However, the Commissioner should not suspend registration plates or certificates (unless otherwise required by law) if the owner has previously given or gives and thereafter maintains proof of financial responsibility with respect to each and every motor vehicle owned and registered by such person.

SECTION 46-426

Under Section 46-426, suspension or revocation is effective until proof of financial responsibility is furnished, and the Commissioner cannot renew the person's license or register in his name any motor vehicle, except that when five years have elapsed from the termination of the revocation, the person can be relieved of giving proof of financial responsibility, that is, unless he is not by other provisions of the Motor Vehicle Laws required to do so.

Section 46-417 empowers the Commissioner to revoke and not thereafter reissue during the period of three years the license of any person, resident or non-resident, upon receiving a record of the second or other additional conviction, within a period of ten years, of a violation of the drunk driving section 18-75 or Section 18-78, driving after license is revoked or paralleling city, town or county ordinance in conformity.

Section 46-416.1 covers revocation for not less than 60 days but re-issuance within a period of six months the license of any person, resident or non-resident, upon the Commissioner receiving records of two or more successive and distinct convictions of violations within a 12-month period of any provision of law, rules, regulations or ordinances establishing the lawful rates of speed of a motor vehicle (the violation a crime). If there be more than two such convictions, the period during which the license may not be reissued shall be at least 60 days and not more than one year. Sections 46-59 and 46-426 do not apply

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to the person whose license is revoked under the provisions of this section.

Section 46-416.2, passed at the 1954 session of the General Assembly, requires revocation upon one conviction of reckless driving and one speeding in violation of any provision of law establishing the lawful rate of speed of motor vehicles when the offenses were committed within a period of 12 consecutive months. Neither the provisions of Sections 46-59 nor 46-426 apply if person is convicted under this section.

Commenting recently upon the two above sections, G. T. Riggan, director of the bureau, said, "The provisions of Section 46-416.1 requiring the revocation of license upon two convictions of speeding, and Section 46-416.2 requiring revocation of license upon one conviction of reckless driving and one conviction of speeding has, during the biennium (July 1, 1953-54 and 54-55), removed 14,284 speeders and reckless drivers for varying periods of time from the highways. In our opinion these provisions serve to protect the motoring public, promote safer driving and are a definite factor in the reduction of highway deaths."

He also cited as deterrents to unsafe driving (1) increase in personnel of the State Police; (2) institution of the radar program by not only the State Police but by local enforcement agencies; (3) increase in use of driver records maintained by his bureau, by courts and enforcement agencies, and (4) increase in furnishing driver records to insurance companies, credit companies, and employers of motor vehicle operators.

DRUNK DRIVING

All, Mr. Riggan points out, have been factors in increasing responsibilities and work load of administering the Virginia Safety Responsibility Act.

We now quote verbatim the section covering drunk driving, to-wit:

"Sec. 18-75. Driving automobile, engines, etc., while intoxicated. — No person shall drive or operate any automobile or other motor vehicle, car, truck, engine or train while under the influence of alcohol, brandy, rum, whiskey, gin, wine, beer, lager beer, ale, porter, stout or any other liquid beverage or article containing alcohol or while under the influence of any narcotic drug or any other self-administered intoxicant or drug of whatsoever nature. (1934, p. 220; 1940, p. 121; Michie Code 1942, Section 4722a.)"

Section 46-481 provides for revocation of the license of a person committed or admitted to institutions as an inebriate or an habitual user of drugs. Revocation is terminated by the Commissioner after release of the person from the institution in the event the Commissioner is furnished a statement executed by two members of the Commission committing such person or by the trial justice or police justice of the jurisdiction in which such person resides, that the person is sufficiently

recovered to operate a motor vehicle safely. If these authorities fail or refuse to execute the statement, the person affected may appeal to the circuit court having jurisdiction.

Section 46-420 provides for hearings and empowers the Commissioner to revoke for not more than one year the operator's or chauffeur's license of a person who: (1) by reckless or unlawful operation of a motor vehicle caused or contributed to an accident resulting in death or injury to another person or in serious property damage; (2) is incompetent to drive a motor vehicle; (3) is affected with mental or physical infirmities or disabilities making it unsafe to drive a motor vehicle; (4) is habitually a reckless or negligent driver; (5) has committed a serious violation of the motor vehicle laws of this state; (6) and is an habitual drunkard or addicted to use of drugs. Other hearing sections cover where hearings are held, right of appeal, the person charged to be represented by counsel, and upon reasonable grounds appearing in the records of the Division and for the safety of the public on the highways, the Commissioner may suspend or revoke operator's or chauffeur's licenses of those who violate provisions of Chapters one to four of the Motor Vehicle Laws, and he may suspend or revoke for a like period the person's registration certificate and plates. The Commissioner, in determining whether to suspend or revoke a license may take into consideration facts and conditions antedating the issuance of the current license.

Sec. 46-436. When security for damages and proof of financial responsibility required after certain accidents. — Not less than 30 or more than 90 days after receipt by him of the report or notice of an accident which has resulted in bodily injury or death, or in damage to the property of any person to the extent of \$50 or more, the Commissioner shall forthwith suspend the operating license and all registration certificates and plates of any person operating any motor vehicle in any manner involved in the accident unless or until the operator or chauffeur has previously furnished or immediately furnishes security, sufficient in the judgment of the Commissioner, to satisfy any judgment or judgments for damages resulting from the accident as may be recovered against the operator or chauffeur by or on behalf of any person aggrieved or his legal representative, and unless and until the operator or chauffeur shall immediately furnish and thereafter maintain proof of financial responsibility in the future; provided that the Commissioner shall dispense with the foregoing requirements on the part of any operator or chauffeur whom he finds to be free from any blame for such accident, and it shall be his duty to make a finding of fact when so requested by any person affected and for this purpose he shall consider the report of the investigating officer, if any, the accident reports and any affidavits of persons having knowledge of the facts. Provided further that the Commissioner shall not apply the provisions of this section against a resident of this State involved in an accident with a nonresident of this State when the damage is less than three hundred dollars except upon the written request of any party in interest. (1944, p. 595; 1946, p. 128; Michie Suppl. 1946, Sec. 2154(a32); 1948, p. 942; 1950, p. 1597.)

In the above, we have attempted to analyze but not interpret key sections that govern operations of the Bureau

of Safety Responsibility. There are many more related sections, but space forbids further presentation. Only in four instances, has the exact text been used. Interpretation is for the courts.

The Bureau of Safety Responsibility receives from the courts of Virginia and sister states abstracts of convictions for violations (by Virginia licensees) of motor vehicle laws. Received by the thousands, they create a work-load best understood by reviewing in *extensio* "The Walls of Safety" erected to prevent the unsafe driver from operating on highways and the price he pays for recklessness.



If "John Doe" is found to have a record or admits on his application he has, and if he has had a revocation or suspension, he is interviewed by John Cotten, Bureau of Safety Responsibility.

Let's consider the hypothetical case of John Doe of 1201 West Grace St., Richmond, Virginia. The bureau receives from the Trial Justice Court of Chesterfield County an *Abstract of Conviction** on John Doe for driving drunk on April 16, 1951.** This ab-

* It could have come from any court in Virginia (or from any sister state tribunal).

** We might note in passing that driving drunk in addition to the mandatory revocation of all privileges, carries a fine for the first offense of not less than \$100 nor more than \$1,000 and a jail sentence of not less than one month nor more than six months, either or both, at the discretion of the court or jury. Sentence may be suspended during the good behavior of the person convicted. It should also be noted here that if John Doe had been convicted of operating a motor vehicle after his driving privileges, cited above, had been revoked, he could be confined in jail for not less than 10 days nor more than six months, and in addition, fined not exceeding \$500. For the purposes of discussion, we will assume that John Doe, in addition to being apprehended for drunk driving, was found by the arresting officer to be operating without a permit. Then the arresting officer could add this charge, and John Doe could be fined not more than \$500 or imprisoned for not more than six months or both such fine and imprisonment. These offenses would, of course, be made a matter of record in the files of the Bureau of Safety Responsibility.

stract of conviction received April 3, 1951 is immediately checked against the Operators License Name Card File to determine if the defendant was licensed as an operator and/or chauffeur and if he had prior revocations or suspensions.

This check revealed that no operator's and/or chauffeur's permit had been issued to him, or that he had no prior revocations or suspensions issued against him on the *Record Information Sheet*. This information is recorded on what is known as the *Record Information Sheet*. (Authors note: Any further mention of John Doe automatically means the John Doe of 1201 West Grace St., Richmond, Va.)

Next his *Record Information Sheet* and *Abstract of Conviction* are sent to the *Registration Name Card File* to be checked for any license plates issued to him. This revealed that plates No. 87-650 had been issued in the same name at the same address of the defendant for use on a 1950 Nash, motor numbered 209817. This information is entered on the *Record Information Sheet* and then they are sent to the Revocation Clerk, who reviews the two forms and from the date thereon determines that John Doe had no permit as an operator or chauffeur; that license plates were issued to him, etc. This clerk makes an entry of this on the *Record Information Sheet* and sends this with the *Abstract of Conviction* to the *Revocation and Suspension Order Section* of the Bureau.

There an "Order of Revocation and Suspension" is prepared in accordance with the Revocation Clerk's notations set out on a section of the *Record Information Sheet*. This order is made up with "stop cards," envelopes and a postal return receipt card.

The wheels of justice are meshing for John Doe as it is mandatory upon the Division to suspend his operating and license privileges for one year. So the original copy of the *Suspension Order*, with envelope addressed to the defendant and stamped "Registered Mail, Return Receipt Requested," one large self-addressed envelope to be used by John Doe for the return of his revoked and suspended license items and a return receipt card (stamped Bureau of Safety Responsibility, Division of Motor Vehicles, on the face, and the name of the defendant at the top of the card on the reverse side, for the purpose of identification when the card is returned by Uncle Sam to the Division) — are held until other procedures are carried out.

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Following this, one copy of the *Original Order* is made part of the Revocation File for future reference and carries the name stamp, May 3, 1951, of the clerk who checked for correct name, address, and typographical errors before mailing.

In addition, two fill-in copies of the *Original Order* are prepared and one is sent to the Statistical Section and the other used as a follow-up to bring the Revocation File up for attention at the end of the mandatory period required by law for filing proof of financial responsibility.

It should be noted that John Doe could have filed proof of financial responsibility in the amount of \$11,000* in cash, insurance policy, or collateral in equal amount (on each motor vehicle licensed) at the time he received the Revocation Order and kept his car (or cars) licensed but could not operate it (or them) or any other vehicle. But for our purposes in this hypothetical case, he didn't.

But we are not done with the *Revocation Order*, for one pink and one yellow fill-in copy of the above are used as follow-up copies by name and date, in order to insure that John Doe returns his revoked and suspended license items.

Then two carbon copies of the *Original Order* are made on tissue paper to be used in the event that John Doe fails to return his suspended items. If he doesn't, it's just too bad, for these copies are sent to one of the Division's field service representatives who is instructed to serve one copy on the defendant and lift the suspended items of John Doe, returning with them the second copy to show "mission accomplished."

But this is not all of the procedure to tighten the law applicable to the case of John Doe, convicted of *drunk driving*, and to keep him off the highways.

For example: The "Stop Cards" mentioned above play an important part in the meticulous procedure of the Bureau of Safety Responsibility vs. John Doe. Two identical blue "Stop Cards" have been prepared carrying the checker's name stamp with date, May 3, 1951. One of these is filed in the *Operators License Card File* and the other in the *Master Conviction Record Name File*.

There are then the two yellow "Stop Cards" which have been prepared carrying the May 3, 1951 stamp. One of these, the smaller card, is filed in the *Registration Name Card File* and the larger is placed around the stencil

*As noted elsewhere after July 1, 1955 a 10-20-1 policy is required if the person carries a liability policy of \$21,000 in cash, or collateral in equal amount.

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carrying the title number of the vehicle described thereon—in this case, John Doe's vehicle.

To again direct attention to the multiplicity of work necessary to protect the public, we review the steps incident to the *Revocation and Suspension Order*.

WHEN PREPARATION OF ORDER COMPLETED

When the *Revocation and Suspension Order Section* completes the preparation of the order and all other items connected therewith, the file is handled as follows:

1. Original order, registered mailing envelope, license return envelope and registered return receipt are separated from the rest of the file and mailed. General correspondence follow-up copies are released to the *Correspondence Filing Section*. The two yellow "Stop Cards" prepared for the *Registration Name Card File* and the *Title Stencil File* are also separated from the file and released to the *Registration File Section*.

2. The revocation file is forwarded to the *Master Conviction Record Name File* for filing the "Blue Stop Card" prepared for this file. Before filing it is checked against the file for any prior record against the defendant that may alter or change the current revocation. In this case the Filing Clerk found no prior stops.

3. Next to the *Operators License Bureau* for filing the blue "Stop Card" prepared for its file where before filing it is checked for any record that may have gone into the file since the *Abstract of Conviction* was originally checked to determine if the defendant was licensed as an operator or chauffeur, or if there had been any prior revocations or suspensions against him. Had the defendant been licensed, the filing clerk upon filing the "Stop Card" would have pulled all file copies of any licenses issued to the defendant and placed them with the *Revocation File*.

4. The *Revocation File* and license items, if any, are put in order and application and license items, if any, are attached. The two fill-in tissue copies of the order are sent to their respective places, one to the *Statistical Section* and one to the follow-up file. The handling of this case is now complete and the clerk sends it to the *Permanent Revocation File*.

JOHN DOE'S FUTURE AS A DRIVER?

Now to the consideration of John Doe's future as a driver on the highways of Virginia. Law-abiding motorists, pedestrians, and innocent little

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children had been protected to the limit of the Division's ability against him for a year through the multiplicity of details incident to his case in the files of the Bureau of Safety Responsibility.

On June 17, 1952 the Capitol Indemnity Company, we will say, filed an SR22 (the Division's form) as proof of responsibility for John Doe. This SR22 is checked against the *Master Conviction Card File* to determine the reason for filing, revealing that the said John Doe was convicted on April 16, 1951 for driving drunk with the result of revocation and suspension of his operating and registration privileges. This information is noted on the SR22 and the *Revocation File* on the defendant "pulled." The Checking Clerk determines that the SR22 was filed on behalf of the person convicted, and places the certificate with the file.

NOTIFIED TO APPEAR

This file is routed to the *Typing Section* where a yellow "Stop Card" is prepared for the *Registration Name Card File*, showing that proof has been filed on the vehicle described thereon. After being checked, the *Revocation File* and the SR22 "Stop Card" are sent to the *Registration File Section* where a check of the Name File reveals that the insured, John Doe, had titled a 1951 Chevrolet, motor number GAA-31088 as shown in the SR22. The *Financial Responsibility Card* (yellow) is attached to the face of the previous "Stop Card" which was placed in the file at the time the previous revocation order against John Doe was issued: to indicate that the insured might now license the 1951 Chevrolet. The Filing Clerk then fills in what is known as the "Cumulative Registration Check Sheet" and the file returned to the Bureau of Safety Responsibility for the Insurance Clerk who checks the certificate for correctness against the CRC sheet and approves the certificate on June 19, 1952 as shown on the stamp on the reverse side.

The file returns to the *Stenographic Section* where a letter is prepared notifying John Doe, the insured, to appear for an examination. Four copies are made for the *License Examiner*, the *Statistical Section*, the *Revocation File*, and the fourth to the *General Correspondence File*.

The *Revocation File* copy of the letter is stamped "Original" and attached to the blue "Stop Card," previously placed in the *Operators License File* and *Master Conviction Card File* (red cards) these cards indicating that John Doe has complied with the requirements of the Safety Responsibility Act, and is now eligible for an operators or chauffeurs permit.

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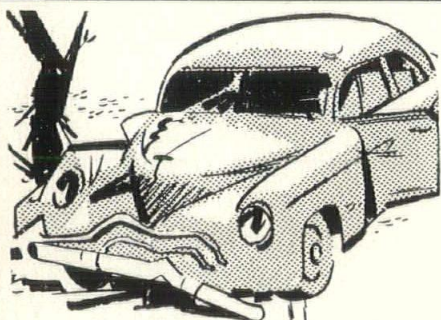
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As instructed in the examination letter, John Doe shows up for the examination, prepares his application for a permit, which upon receipt, an operators permit is issued, and the application and file copy of the license made a part of the *Revocation File*.

In due time, John Doe gets the original operators and/or chauffeurs permit and goes on his way, the Division hopes to sin no more. But does he?

We will now consider other situations in which John Doe might be involved. For example: On September 14, 1953 the Safety Responsibility Bureau receives a report of an accident involving John Doe, aforesaid, and Willie Brown, Route 3, Richmond, Virginia, which occurred on September 10, 1953, the details recorded on the SR Form 300 (Accident Report).

This accident is posted on the Bureau's *Daily Record Sheet*, and put into the routine to come up for evaluation approximately 45 days from this occurrence.

In the interim, John Doe "comes to croppers" with the law, for an *Abstract of Conviction* is received on him for reckless driving on September 14, 1953 from the Traffic Court of Richmond City.

A Blue Stop Card, showing a name date stamp, say of October 7, is prepared for the *Master Conviction File*. The *Abstract of Conviction* is then checked against the *Operators License File*, which reveals that the defendant, John Doe, had previously been convicted of driving drunk; his operating and registration privileges had been revoked for one year, but that at the expiration of the period, his privilege has been restored upon his filing satisfactory proof of Financial Responsibility for the future.

Now for a second check during which the Abstract for Doe's reckless driving is checked against the *Master Conviction Card File* resulting in the same information as found in the *Operators License File*. The purpose of checking the *Abstract of Conviction* against both files was to determine if the defendant had had a prior conviction on a charge of reckless driving, occurring within 12 months of the current conviction, inasmuch as two convictions for two offenses occurring within a 12 months period would result in a mandatory revocation for a period of one year.*

The files having contained the drunk-driving record of John Doe the stop card mentioned above is attached to the previous stops in the *Master Conviction Card File*, and the *Abstract*

*(Note: Section 46-416 as detailed elsewhere.)

of Conviction is placed with the *Driving-Drunk Revocation File*.

But back to John Doe and his accident conviction for reckless driving in the Traffic Court of Richmond City on September 14, 1953, he, and Willie Brown being involved in the accident of September 10, 1953.

On November 6 this accident case John Doe vs. Willie Brown is evaluated on *Evaluation Sheet* SR 335, the Evaluator filling in all details in the information section of this form.

The Accident Report and the *Evaluation Sheet* are then sent to *Operators License File* to determine if John Doe is a licensed operator and/or chauffeur, and if there are any previous stops against his record. This check revealed that a John Doe of the same address was convicted of driving drunk on April 16, 1951. This information is noted on the *Evaluation Sheet* SR 335.

THE "CHECKS" CONTINUE

Thus the mesh around John Doe continues to be woven through the multiplicity of "checks" the personnel of the Safety Responsibility Bureau are called to make in order to protect the public.

The file (*Accident Report and Evaluation Sheet*) is then sent to the *Registration Name Card File* to be checked for any motor vehicles titled and licensed in the name of the John Doe involved in the accident.

This check revealed that he had titled and licensed a 1951 Chevrolet, motor number GAA-31088, and a person of that name and corresponding address had been convicted of driving drunk. This check also unearthed that the vehicle operated by John Doe at the time of the accident, carrying Virginia license number 137-869 was issued for use on a 1950 Pontiac motor number 6-5723381, titled in the name of Mary Doe, same address. The *Checking Clerk* then lists the registration information on the Form SR 335 *Evaluation Sheet* under the section titled "Registration Information."

The file is sent back to the *Evaluation Section*, where the Evaluator determines from the information that the drunk driving defendant and the person involved in the accident were the same. Then a *Cross Reference Sheet* is placed in back of the *Accident and the Revocation File*. The Evaluator also determines that the license items issued to John Doe, listed on the *Evaluation Sheet* were the same, and then refers the file to the *Revocation and Suspension Order Section* of the Bureau.

Following the receipt of his file,

to tell the Virginia Story

this Section prepares an *Accident Suspension Order* involving the same tireless system of checks and procedures as recorded in the case of John Doe's offense of drunk driving, and resulting in his notice to return his license items.

But the "mill" hasn't stopped grinding in the case of John Doe.

Reviewing his violations, he was convicted of drunk-driving, license to drive suspended for one year and restored after that period upon filing satisfactory proof of Financial Responsibility for the future.

On September 10, 1953, John Doe was involved in a motor vehicle accident with one Willie Brown, and on September 14, 1953, was convicted of reckless driving. As a result of the accident, his operating and registration privileges were suspended by the Division in accordance with Section 46-436 of the Code of Virginia of 1950 as amended. You may ask why, if he had established proof of his financial responsibility for the future prior to the accident, were his privileges suspended inasmuch as he was insured at the time the accident occurred? The answer is, because a standard provisions automobile liability policy only provides coverage for the vehicles described in the policy and all non-owned passenger type vehicles when operated with the consent of the owner, except that such policy does not provide coverage on any vehicle owned by a member of the insured's immediate family or household when operated by the insured. Thus the reason the Pontiac owned by John Doe's wife and operated by him at the time of the accident was not covered by the liability policy previously certified to the Division with respect to his 1951 Chevrolet.

So, at this juncture John Doe is off the highways. Meanwhile on January 19, 1954, Bureau of Safety Responsibility receives an *Abstract of Judgment* from the Police Court, Part 2 of Richmond certifying judgment had been rendered in that court in the case of Willie Brown, Plaintiff vs. John Henry Doe, Defendant, in favor of the Plaintiff, in the amount of \$96.80 on December 21, 1953.

CHECKING ABSTRACT OF JUDGMENT

This *Abstract of Judgment* is checked against the *Master Conviction Card File* to determine if the subject, John Doe, had been involved in an accident which may have resulted in the judgment for damages. This check revealed information previously outlined in detail.

This being the only record contained in the *Master Conviction Card File* under this name, the *Checking Clerk*

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could only assume that the defendant in the civil action was the person shown in *Master Conviction Card File*. The *Revocation File* and *Accident Case File* were then "pulled" by the Clerk, and the *Abstract of Judgment* made a part of the *Accident Case File*.

Inasmuch as the Bureau's records up to this point had not shown John Doe's full name as *John Henry Doe* it was necessary that the files be sent to the *Operators License Bureau* to be checked against the *Operators License Card File* in the full name of the defendant in the judgment case to determine if an operator and/or chauffeur license had been issued in this name. This check revealed no further information except as shown in the *Master Conviction Card File*. The *Checking Clerk* then filled in a second Form SR 335, January 20, 1954, and listed on the reverse side the information shown on previous stops placed in the file under the name of John Doe.

The files were then sent to the *Registration File Section* to be checked against the *Registration Name Card File* to determine if the defendant had titled and licensed any motor vehicle in his name. This revealed that the license plates numbered 15-130 had been issued to John Doe for use on a 1951 Chevrolet, Motor Number GAA-31088. It also revealed that *Stops* were in file on John Doe showing a conviction revocation for driving drunk; financial responsibility showing proof established a year later; and an accident the next year. The *Checking Clerk* then filled in this information on the Form SR 335 under *Registration*
(Continued on page 62)

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VIRGINIA BUSINESS REVIEW

By WILLIAM BIEN

Business Editor, The Richmond News Leader

The most important news in Virginia's business scene last month, perhaps, was an announcement by Reynolds Metals Company of a \$230,000,000 expansion program. Largest single item mentioned by RICHARD S. REYNOLDS, JR., president — a \$168,000,000 primary production plant in the Ohio River Valley near Henderson, Kentucky.

It was a busy month for Reynolds. The directors voted a five-for-one stock split and a stock option plan for certain key personnel.

It was a month of sadness, too. Richard S. Reynolds, Sr., founder of the huge aluminum empire, died suddenly at his Richmond home of a heart attack.

* * *

The man who says he can't find anything to occupy his spare hours won't have an excuse after November 1.

A six-day Do-It-Yourself, Hobby and Photo Show — including the greatest array of leisure time activities ever assembled in Virginia — will be presented November 1-6 at the Parker Field Arena in Richmond.

General Manager HENRY BRADLEY says there will be "live" demonstrations of everything from sewing and carpentry to model railroading and outdoor sports.

Tens of thousands of visitors are expected to visit the 1½-acre show daily.

* * *

WILLIAM C. GERMELMAN came into work one day last month as usual. The morning went by as so many before, as he tended to his duties as vice-president of Home Beneficial Life Insurance Company.

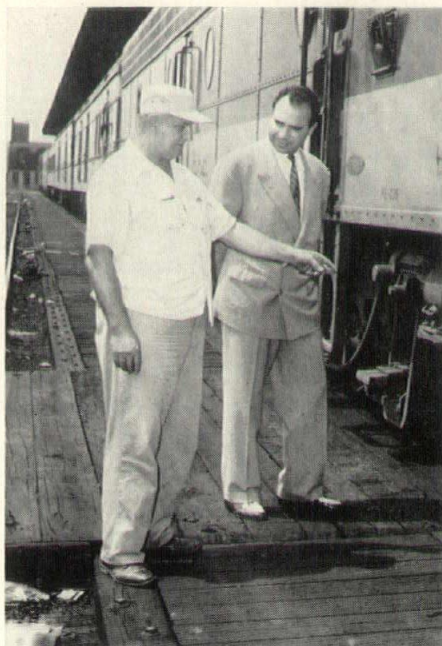
Then, without warning, the president — W. E. WILTSHIRE — sent for him.

That's when the company reminded him of the anniversary of 50 years devoted service with a gold watch.

* * *

J. KENNON PERRIN, Richmond contractor, has started work on a \$100,000 building for Morton Marks & Sons, Inc., Richmond office furniture dealers.

The new building, at Thirteenth and Main Streets in the financial district, will replace another on the same site that was destroyed by a \$250,000 fire last February. Three concerns were burned out.



Orhan Alp (in suit) views C & O equipment.

American railroads are very large ... very efficient ... and very friendly, according to ORHAN ALP, who has been in Virginia a month to study the American way of railroad life.

The Chesapeake and Ohio Railway has been his host during his visit.

In Turkey, his native home, Mr. Alp said the rage these days is for "Davy Crockett" caps and cowboy costumes. He has orders to bring home both as souvenirs.

CHRISTIAN MUNT, formerly managing director of the Virginia Retail Merchants Association, has been named advertising and sales promotion director of the Hotel John Marshall in Richmond.

The appointment of the Petersburg native to succeed the late Leonard K. Baber was made by Lee Paschall, president of Richmond Hotels, Inc.

* * *

A. R. TURNBULL was named last month to serve as Tidewater representative for the Richmond architectural firm of J. Binford Walford and O. Pendleton Wright. His headquarters will be in Portsmouth.

* * *

When HERBERT R. HILL (below) received his diploma from an insurance school last month, he knew it was authentic:

He'd signed it himself.

Hill, district manager in Richmond for the Life Insurance Company of Virginia, was in the unusual position of being both a student and president of the 1955 Life Underwriter Training Council School.

His chief worry: would Hill, the student, embarrass Hill, the president, by flunking the final exams?

Everything worked out fine, though. He passed with flying colors. He wouldn't have had to take the course, since he'd already completed even more advanced professional study, but he said: "I figured if I was going to preach about the course, I should know what I was talking about."



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Agents: NORTH AMERICAN VAN LINES

(Continued from page 60)

Information.

The files were then sent to the *Judgment Clerk*. From the information furnished on the Form SR 335 and other information shown in the *Revocation and Accident Suspension Files* it was determined that the judgment debtor, the person convicted, and the person involved in the accident were one and the same. The Clerk then listed in pen and ink on the bottom of the Form SR 335 the license items to be suspended, and that such suspension was to remain in effect until the judgment was satisfied and proof filed for the future. The files were then sent to the *Revocation and Suspension Order Section*, where again the details and checking incident to preparing the suspension order must obtain.

So, going and coming, our hypothetical John Doe or John Henry Doe is off the roads until he comes clean with the said Willie Brown in the amount of \$96.80 and files proof of his financial responsibility for the future with the Division.

What happened to our hypothetical John Doe, can and has happened to many motorists who do not place safety above the reckless operation of motor vehicles.

And so, day by day, chapter by chapter is added to that huge volume "What Price Defying the Motor Vehicle Laws of Virginia" by such co-authors as "Speed - Mad Driver," "Liquor-Laden Driver," "The Road-is-Mine Driver," et als. ✓ ✓ ✓

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BERKELEY HUNDRED

(Continued
from page 26)

Berkeley, open all year round, has more visitors than any of the other fabled James River plantations.



true lover of Virginia." Already the hospitality that was to characterize the Virginian was becoming a standard, and the living "bravely" could be loosely translated into living with gallantry, with a certain style that negated smallness and suspiciousness. The third Benjamin Harrison could serve as a prototype of this product who evolved out of the aristocratic dream in the conquest of a frontier.

Since all the first-born sons of the Harrisons were named Benjamin, the purchaser of the Berkeley Plantation goes in the records as Benjamin Harrison III, though he did not so call himself. There was a house standing in one of the clearings near the river when he moved from Surry County to the 8,000-acre tract of land which contained far more virgin forest than open acres. There were probably the usual crude out-buildings common to the day and something of a makeshift wharf, from which tobacco was shipped to England and goods imported. (At that time there was no manufacturing in the Southern colonies and no stores as we know them today.)

This Benjamin Harrison, III, must have been a brilliant man for, in the 37 years of his brief life-span, in addition to operating the plantation at Berkeley, he served as Speaker of the House of Burgesses and as Attorney-General for the Colony. He was the first Harrison to marry into a family of the emerging planter-class, and

begin the entangled skein of inter-marriages between the Harrisons and other planters of the power. This third Benjamin Harrison married the daughter of Major Lewis Burwell, related to the famous Francis Bacon and that British titled house. To Elizabeth Burwell Harrison, in 1700, was born at Berkeley Plantation the Benjamin Harrison who was to project the family into the true glory and full power.

"HARRISON'S LANDING"

Member of the House of Burgesses and sheriff of Charles City County (the concentration point of the great planters), Benjamin Harrison IV, was less concerned with politics than his forbears and turned his vast gifts toward the cultivation of his own land. While following the prevailing economy of shipping tobacco as a money-crop and raising food-crops to sustain his family and the 100 slaves by then acquired, he put artisans to work on that makeshift wharf and made his river-front such a center of shipping for the small planters and yeoman farmers that Berkeley Hundred became commonly called "Harrison's Landing" in the neighborhood. From the wharf he went to shipbuilding, and he must have done extremely well, for he married the daughter of the richest man in Virginia.

There were no Alger stories of the poor boy marrying the squire's daughter in Virginia. Like sought like and

power combined with power. Charming manners they revered, a gracious way of life they practiced, and they subscribed to a romantic code of honor, but they were not sentimental: the heart did not rule the head in marriage. The father of Anne Carter, Benjamin's bride, was of such arrogant might that he was called "King," and in terms of prestige the young Harrison had gone by marriage as far as there was to go in the Colony. That he married Anne Carter was a recognition that his family was then firmly established among the baronies.

As if to symbolize the establishment of his family's eminence, Benjamin Harrison, IV, in 1726 built an imposing new dwelling (the present house) and, in so doing, symbolized a profound change in the evolution of Colonial Virginia.

FABLED RIVER MANSIONS

The erection of the James River Georgian mansions marked the final passing of the frontier period and the completed pattern of the planter-society which was to dominate Virginia until the Civil War—for which it produced the great leaders, as it did in the Revolution. As Berkeley Hundred served as a microcosm for the 100-year struggle of the society to achieve its fulfillment, fittingly the 1726 house (said to be the first three-story dwelling in Virginia) was among the first of the later fabled James River mansions. It antedated its neighbors, Shirley and Westover, and was built only six years after the Governor's Palace was completed in the new capital at Williamsburg. By then, Jamestown, the frontier-period capital, had been abandoned—passing with the frontier—and the grander new capital of Williamsburg was the emblem of firmly established empire and the center of the new planter-principalities.

The Benjamin Harrison, husband of King Carter's daughter and builder of the house, like his father enjoyed only a brief life. He was killed by lightning at the age of 44. But this shipbuilder and planter must have matured very young. He was only ten when his father died and, though little is known of his education, obviously he was trained for responsibility from an early age. The fourth Benjamin Harrison married at 22 and evidently began the building of the new mansion shortly afterwards, since, in a colony of scattered plantations and farms, houses did not spring up as if by magic.

This Harrison acted as his own architect, his shipbuilding artisans acted as carpenters, and the lovely red

brick was made on his own plantation. The walls of this brick are three feet thick, laid in Flemish bond above the watertable and English bond below. The gorgeous Adams woodwork was installed later, by the fourth Benjamin's grandson, but the heroic pediment roof was the first in Virginia and influenced much that followed. The two large square rooms on either side of the great hall were, with variations, characteristic of the basic plans of most Georgian houses in Virginia.

Though influenced by English country houses and probably Palladio's sketches of villas, the mansion-house at Berkeley was indigenous to the place and its climate. It was built for

comfort, to get air and cross-ventilation, and to provide the pattern of living which had then evolved in the colony. The dining-room is large, both for large families (he and Anne Carter Harrison had six children) and for constant visitors. The grandees of Virginia, the brilliant and the learned, the fashionable and the gay, gathered around the great table for their two and three-hour meals, and in the cool of the evening strolled (or played at bowling) on the tranquil vastness of the river-bordered lawn. In the winter they danced before the open fires, to the music provided in the little balcony of the staircase. Those builders of a new empire knew when

to play and when to work, and the mansion-house was built as a proper setting for their proud, yet casual, mastery of life.

Of all things, the house was built to endure. An aristocracy must have a mainhouse as the center and symbol of its perpetuity, and Benjamin Harrison IV, was well aware of his dynasty in the New World. As an appealing personal touch, he and his wife carved their initials in the date stone on the west side of the house.

KILLED BY LIGHTNING

Benjamin Harrison IV, did not have long to enjoy the mansion he had completed when he was 26 years old. While closing a bedroom window in a thunderstorm, he with two of his daughters were struck and killed by lightning. However, like his forebears, this Harrison sired a first son who was to expand still further the distinction of the family. Again symbolically with Benjamin Harrison V, born in the great house when it was new, the line reached its full flowering when the Virginia Commonwealth attained its full glory in the pre-Revolutionary days and in the Revolution. Historically, Benjamin Harrison V, was the apogee of the Virginia culture his family had helped create as their own position was established with it.

The fifth Harrison is usually called "The Signer," as his actions on the Declaration of Independence climaxed his career, but his long public life was distinguished from its early beginning. Typical of young men who grew up on large plantations, with their vast and complex enterprises, he was trained for large responsibilities and, like his father, matured early. After graduating from William and Mary College, he followed what had by then become a family tradition and entered the House of Burgesses, when he was but 22. Soon afterwards, at 24, he married Elizabeth Bassett, whose brother married the sister of Martha Washington. Thus, in the widely embracing relationships of the Virginia family unit, Martha and George Washington were loosely kinspeople of the Signer's family, and after his death more or less assumed guardianship of his youngest son, who became president.

THE REVOLUTION COMES

Benjamin Harrison, V, had to be brilliant to stand out in a Colonial government dominated by such giants as Washington, Jefferson, George Mason, Patrick Henry and the Lees. Yet, the fifth Benjamin emerged as a leader with the coming of the troublous times that led to the Revo-

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The Chesapeake & Potomac Telephone Company of Virginia

lution. In the small capital at Williamsburg there was not the unanimous rush of Patriots to defy the British that is generally supposed. Many of the planters, solidified in power, wished to remain a part of the British empire and keep things as they were; many men of property were most reluctant to risk it in a social upheaval. The men known to history were not the only powerful Virginians who came to Williamsburg: they were the ones willing to risk their fortunes and their lives that a new nation might be born on their land. Among those leaders, Benjamin Harrison was elected to the Virginia Revolutionary Convention and to the Continental Congress, where he became a member of the Secret Committee and chairman of the Committee on Foreign Affairs. On July the 2nd, 1776, he had the historic honor of presenting the resolution of the Declaration of Independence, and, with Richard Henry Lee and Francis Lightfoot Lee, became one of the three Virginians to sign the fateful document. Later in Congress, he acted as the confidential correspondent of George Washington.

VIRGINIA'S FIRST GOVERNOR

During the course of the Revolution, he returned to Virginia and served as Speaker of the House of Delegates in the revolutionary state, while Benedict Arnold's British raiders were damaging his own plantation. When Virginia's independence was won, he became the state's first governor in its new status and served three terms. When the freed colonies took the ultimate step of forming the United States, he gave his services once more as a member of the Federal Constitutional Convention in Virginia (1788). Three years later, during the first presidential term of his friend, George Washington, the Signer, died at the age of 65—a long life for the Harrisons of that period. His burial place has never been located, though recent study assumes the grave to be somewhere near the old residence, which has long since disappeared.

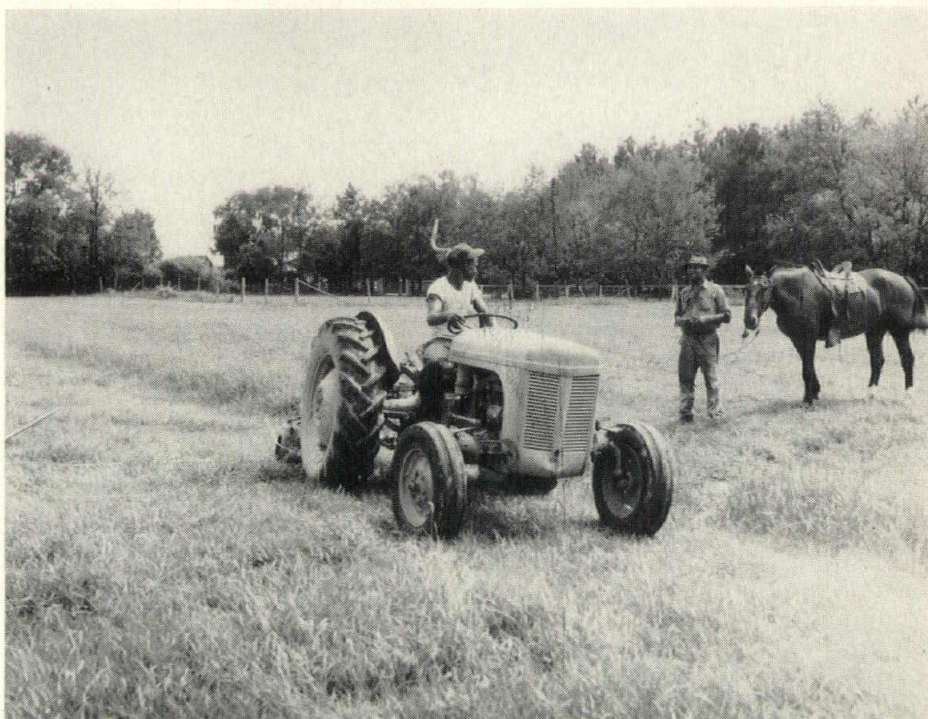
With the passing of this distinguished Harrison in Virginia's golden age, for the first time in four successive generations the first-born son failed to extend the family's position. With Benjamin Harrison VI, the line began to thin out. The rise and comparative decline of these families who formed America's first aristocracy in Virginia seemed to follow some natural law. The Harrison's neighbors at Westover, the Byrds, had risen faster and declined more abruptly. For while Benjamin Harrison, VI, limited his sphere to good fellowship and good taste in living (he inserted

the famous Adams woodwork), his younger brother had to get out and scratch. Faced with the necessity, William Henry Harrison showed that he was just as capable of building a new life as had been the most resourceful of his ancestors.

Born in 1773, William Henry Harrison, after a background of classical education, was a 19-year-old medical student in Philadelphia when his illustrious father died. Plantation fortunes are not maintained by patriots who absent themselves in their country's service and, with William Henry's brother an indifferent planter, the young man decided that his family had insufficient funds to support his medical education. Against the advice of his aunt's sister, Martha Washington, and his adviser, President George

distinction during the War of 1812; though his well-planned and executed victories were less publicized than Andrew Jackson's at New Orleans, the people of the Territory recognized his accomplishments and rewarded him with a seat in Congress. Soon he became senator from Ohio and, as such, was nominated presidential candidate on the Whig ticket of 1840.

At that time, Jackson's Democratic Party held power as the party of "the people"; but, Jackson's successor, Martin van Buren, was known as a luxury-loving dandy. Though the truth was that van Buren was a poor boy who had earned his luxuries, the victory-starved Whigs planned a campaign to use his fancy tastes against him. As part of the campaign, dignified William Henry Harrison, born



"After 336 years, still a working plantation. . . ."

Washington, young Harrison abandoned the life of gracious ease in which he had been raised, and sought a commission in the army.

Seeing the boy's determination, George Washington commissioned him an ensign (then the lowest commissioned rank in the army) and sent him to the West. The settlers in Ohio were suffering the depredations from Indians which Harrison's own ancestors had fought against 100 years before, and in the Indian warfare the former classical student rose steadily to the rank of general. As such, in 1811, he won his first national fame by defeating the crafty chief, Tecumseh, at the Battle of Tippecanoe. As commanding general of the armies in that part of the West, he fought with

to luxury in one of the great houses of America (which was still occupied by his very aristocratic family), was pictured as a frontier hero with a log-cabin background. Thus, the scion of James River planter grandees took the leading part in the first American political campaign in which slogans dominated the election and which created the myth of the "log-cabin" birthplace as the doorway to the White House.

To all the arguments put forth by President van Buren for re-election, Harrison crowds chanted a ditty which went, "Van, Van, he's a used up man," poured cider from a keg, gave handkerchiefs depicting Harrison's imaginary cabin life, sang the old coon song and shouted "Tippe-

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canoe and Tyler too." (They made no point of the fact that vice-presidential candidate, John Tyler, was also of a Virginia planter-family and lived in the neighborhood of Berkeley.) The old war hero, supported by this campaign, seized the popular fancy and was the first Whig elected to the presidency.

Despite the log-cabin slogan, President-elect Harrison left his own substantial home in Ohio and journeyed to his birthplace on his way to Washington. His older brother, through whose hands the last of the family fortune had trickled away, was then long dead, and William Henry's nephew, Benjamin Harrison VII, had transferred the deed of Berkeley to the Bank of the U. S. in exchange for \$20,000 indebtedness. Despite the low financial times on which the plantation had fallen, the house was the same as when he had left it, and the president-elect went to his mother's room (where he had been born) to write his inaugural address.

DIES IN WHITE HOUSE

He was then 67 years of age, having outlived all his immediate ancestors, and his own time had come. He died shortly after taking residence in the White House, the first to begin the grim cycle by which all presidents elected to office in a year ending with zero died in office — after Harrison came Lincoln (1860), Garfield (1880), McKinley (1900) and Harding (1920). Roosevelt (1940) broke the tradition by briefly outlasting that term, though he was a dying man at the end of it. William Henry Harrison, whose grandson was also president 1889-93, was finally a part of the unique distinction achieved by his son, who became the only American in history to be the son of one president and father of another.

THE END OF THE LINE

When the glory of the Berkeley Harrisons was transferred by the Signer's son to the new line in Ohio, the last glow of the great days faded from the family at the home-site. Two hundred years, almost to the day, from the time the first Benjamin Harrison emerged from historical obscurity in the frontier, the eighth Benjamin Harrison passed into historical obscurity in the chivalrous and legendary ante-bellum society of the South. In 1845, in his twenty-first year, the last of the line left "the old plantation," and Berkeley Hundred's association with the Harrisons became history.

But Berkeley's association with history, which ante-dated the Harrisons,

was not to end. In 1862, McClellan's Union Army, turned away from the gates of Richmond by Robert E. Lee, retreated to the plantation for sanctuary provided by gunboats on the James River and for supplies from transports which turned to their own use the wharves built by the great Harrisons in the days of British trade. The three-mile riverfront of lawn was so vast that McClellan camped there his whole army of more than 100,000 men and tens of thousands of horses. On that shaded lawn, where the planter-barons once strolled with such distinguished visitors as Washington and Jefferson and Madison, President Lincoln came to review the Union troops and received there the important letter of criticism from General McClellan, which caused the "Little Napoleon" to be removed from command. During this period, too, the bugler of General Butterfield experimented with some notes the General had written, and "Taps" was born—to supersede the old "Lights Out" call.

These historical associations were not appreciated by the Civil War owners of Berkeley (called in McClellan's dispatches, "Harrison's Landing.") With McClellan went every mouthful of food, every animal and chicken, and all equipment. On the lawn only one of the great trees, many standing since before the first white men came, survived the army campfires. The interior of the house was wrecked, to the regret of at least one Union soldier who sorrowfully observed wanton destruction. When McClellan's army withdrew to return northward, the plantation had returned to the state of Berkeley Hundred after the 1622 massacre—except that the house and several outbuildings remained standing. At that tragic hour for the whole South it seemed that the plantation-dream, which the doomed band of adventurers had begun at Berkeley Hundred in 1619, was to end forever in the 1861-65 invasion.

POST-BELLUM POVERTY

But there is a magic quality in a dream, which accrues to the site of the dream, and Berkeley Plantation did not permanently lose its sway over the imaginations of man. During the waste period of the post-bellum poverty and bewildered defeat, the end of plantation-life was largely accepted, and—always typically—Berkeley reflected the disillusionment of the era. The farmer who enclosed the lovely lines of the house with four double-decked porches was of a generation that had little time for and less interest in the preservation of past

beauties. It was to him the very grim present. Assuming the past was destroyed forever, the partially crippled farmer built the porches in order that from a chair he might observe the workers—moving the chair as the shade moved. In his utilitarian fashion, he was as practical for his time as were the first pioneers with their seven foot wooden-pale in theirs.

Due to the puissance of the dream, in all Virginia as well as at Berkeley, that bleak era soon passed. This was largely caused by the magnificent powers of resilience in Virginians and partly by Northerners who mercifully came without any slogan of restoring the Union. Oddly enough, they came to restore what the Union had destroyed.

SCOTSMAN BUYS FARM

At old Berkeley Hundred it went farther back than that. It went back to a Scotsman. Like his collateral ancestors who had come to Virginia and the Southern colonies, and made their personal dreams part of the growth of the New World, John Jamieson came to America with a Scotsman's dream of his own land. After establishing his own way in New York (for Virginia then was *not* the land of opportunity), he found his land in the wreckage of the dreams of the first colonists and of the distinguished Harrisons. He bought the farm, with its camouflaged mansion-house, at the turn of this century—just about 300 years after the early adventurers had planted there. Once he possessed the land, the old dream of the plantation-center was resurrected in his son, the present owner.

Mr. Malcolm Jamieson spent his summers at the plantation from his earliest memories and he can never remember when he did not have the ambition to restore Berkeley Hundred to its days of grandeur as of the Harrison regime. In order to study practical farming he attended college at Cornell, and immediately upon graduation from Rutgers came to the desolate, rat-infested shell of the great house. After his marriage to a Richmond girl, the former Miss Grace Eggleston, he and his wife made the unique life dedication to their personal restoration project.

They were never guided by the vision merely of rehabilitating the mansion-house to its days of splendor; always they wanted Berkeley to recapture completely the past as a working-plantation. This constitutes their great achievement, as a completion of the cycle.

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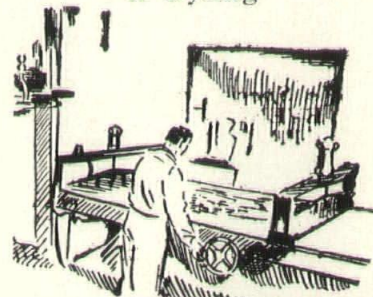
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8,000, still with the three miles of river front where McClellan supplied his troops, 500 acres are now open. In the woodland, according to modern practices, Mr. Jamieson works with present forestry methods in his pine-woods and makes of them a minor crop. Beef-cattle have supplanted the old money-crop of tobacco and, with nearly 300 Herefords, Mr. Jamieson is building slowly to a purebred herd from a nucleus of 50. For their grazing, carefully cultivated soil requires barely more than an acre per cow—conservatively five for four. Silage carries them through the winter. There are also a couple of hundred sheep, and shad run in the spring off the ghost of Harrison's Landing.

Any and all profits from the various farming activities are ploughed back into the total property of Berkeley Hundred. The obscuring porches of the shade-minded farmer have long since disappeared; the red-barn paint was scrubbed away by the present owners in the early days of their project, and representative furniture has been carefully collected for the gracious rooms. Over 2,000 trees, shrubs and bushes have been planted on the lawn to replace the losses to McClellan's campfires, and there is even a parlay on the box. Sheep find forage in the grass (saving labor) and some of the box becomes a modest money-crop in a continuity of using the land with a total vision.

Yet, these details of a modern-farming operation can not suggest the planning, the imagination and the skilled resource that went into making fertile again acres that had been used with a somewhat grand abandon when

the frontier was endless and slaves worked the limitless land. After many efforts to use the worn-out soil, Mr. Jamieson was forced to begin anew with a complete grass program and, as he says, "plant food was supplied right liberally."

But Berkeley always typified its day. In the first colonies, the settlers fought Indians, tried for the money-crop of tobacco and grew life-sustaining foods; in the great days of the Harrisons, slaves made tobacco crops (which then destroyed an acre in about five years), made food-sustaining crops with the same disregard for the future, and experimented with ship-building and shipping as a successful adjunct to planting. (Planters without such an adjunct went under faster.) Now at Berkeley Hundred after exactly 336 years of constant use, longer than any American land outside Virginia, a sod drill is used which would have frightened those "early adventurers," and for the scattering of cattle left in the wilds after the massacre, in this carefully nurtured herd the dams last year dropped 100 per cent of beef-cattle. Thus is the old vision perpetuated with a new technique.

Here on this land settled in 1619, around the mansion-house built in 1726, a *working*-plantation continues the oldest tradition in America. Other ways of life are more typical of modern America; other ways have been tried and abandoned; but this is the first. This is what the country's first pioneers came to achieve, and at Berkeley Hundred the original design is captured and continues. ✚ ✚ ✚

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Entrance to new Museum Theater

VIRGINIA MUSEUM OPENS TWO NEW FACILITIES

(Continued from page 27)

plays related to exhibitions in the Museum Galleries will be presented. Occasionally productions requiring music and dancing will be considered when proper talent is available, as well as productions aimed primarily at children.

Two organizations which have been affiliated with the Virginia Museum for the past five years will continue the separate series programs of music and film. The Richmond Chamber Music Society will present seven concerts by established artists and performers; the Richmond Film Society will run ten screenings of internationally renowned moving pictures.

Thus a solid opportunity for fine work in the theater arts presents itself. The trustees of the Virginia Museum supported by public appreciation, wise government, and generous philanthropy are determined to make the most of it.

The opening of the Members' Suite and an informal inspection of the new auditorium and stage facilities will take place on Friday, September 30.

The air conditioned Members' Suite is composed of three separate but inter-related areas: the Members' Room, the Members' Garden, and the Refreshment Room.

The Members' Room is a large carpeted space simply but comfortably furnished in the contemporary manner, and provided with a wood-burning fireplace and ceiling-high windows on two sides opening onto a walled garden. Background music, art books, periodicals, and writing facilities especially help to make the room a pleasant place. The Room will be open for members and their guests to meet before, during or after museum exhibitions and events.

The Members' Garden is accessible from both the Members' Room and the Refreshment Room. It is a formal, walled garden, paved where there are no flower beds or planted trees. A reflecting pool complements large golden carp swimming beneath the concentric ripples of a bubbling fountain. Sculptures by Zorach, Ives, and Rogers are set at focal points. At night the garden is illuminated by concealed lights and hanging lanterns. Location and screen planting give the Members' Garden a welcome quiet in the midst of Richmond's increasing tempo.

The Refreshment Room will serve many purposes. A sliding partition opens the area directly into the Members' Room allowing extra space when

occasion demands. Members and their guests may obtain tea at a reasonable cost.

On the occasions when the Museum has evening events the Members' Suite will be at its most attractive with dimmed lights, glowing candelabra, and a view of the illuminated garden. Members and their guests should fully enjoy the chance to meet each other in the congenial atmosphere of their private domain.

With these assets added to an already established program of service, the Virginia Museum becomes an even more important factor in the cultural life of the State. This usefulness is due to Museum members whose support makes possible its art collections, the changing exhibitions, the related activities, and the statewide services. A Museum membership is a means of assisting a truly important cultural and educational growth throughout Virginia. ✱ ✱ ✱

THE 125 YEARS' WAR

(Continued from page 5)

Now, just when it appeared the South was at last to be re-admitted to the Union, once again the continuity of its regional life is threatened. Once again outsiders, ignorant of its conditions, are trying to press it into a common mould in which it has never fitted and never could. Thus the long war, *not* the Civil War, goes on into its 125th year, and along about now the Southerner should begin to realize that the war can end only with the end of his way of life — unless, aroused and alert, he will meet the threat to the preservation of his heritage. ✱ ✱ ✱

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