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WISE COUNTY CELEBRATES ITS 100th ANNIVERSARY

by L. F. ADDINGTON

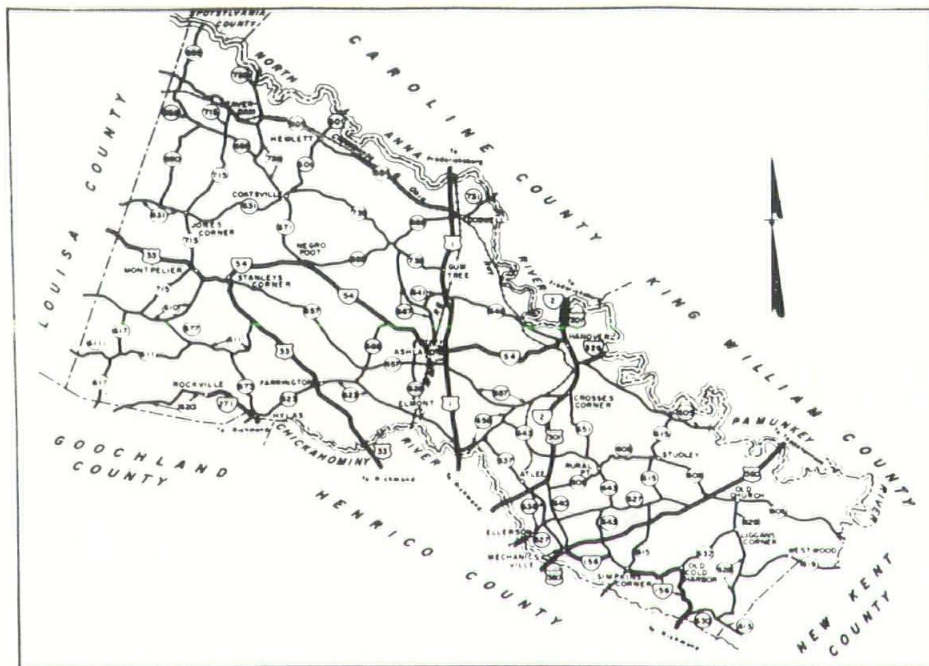
THE VIRGINIA ASPHALT ASSOCIATION

HANOVER COUNTY

HANOVER COUNTY

FORMED IN 1720

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NATURAL RESOURCES,
EQUABLE CLIMATE,
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VOLUME LXXVIII

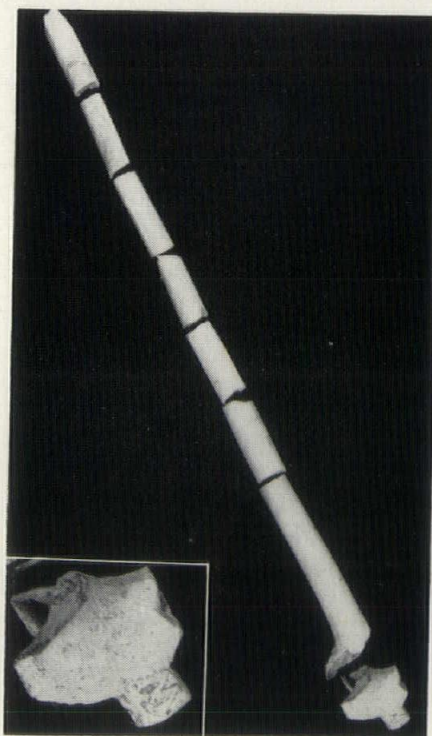
JUNE 1956

NUMBER SIX

"Gone Are the Days"

THE ARTICLES on Hanover County in this issue suggest a dereliction on the part of our state that VIRGINIA RECORD has long wanted to call to attention. Mr. Page mentions that the APVA is going to undertake the long and desperately needed restoration of "Scotchtown," one of the most neglected of all historic Virginia houses. The home of Patrick Henry at one time and of Dolly Madison at another, the white clapboard house boasts a second-floor that has to be seen to be believed.

intriguing initials, GW. There were also pieces of pottery and old glass, and parts of bottles, and odd objects which needed an archeologist to identify exactly, though certainly all were of an ancient vintage.



(TV & Motion Picture Productions, Inc.)

Broken pipe stems and pipe bowl found in the Hanover Tavern area. The initial "W" (upside down) is visible in the inset photo of bowl.

In all their modesty, the Hanover County writers did not point out that their area boasts so many houses of historic association that no check-list could be made of them all, but there is one site of no remaining houses that would not be neglected by any New England state. That is Hanover town.

This was a town so prosperous that it lost to Richmond only by one vote to become the capital of Virginia. Of this city (as it was called) nothing remains. Fertile fields stretch over the old land-marks and, after a rain, a searcher after relics from the past can be rewarded by surface digging.

In the days of the Hanover town Tavern, long-stemmed clay pipes were rented and in primitive sanitation, about half-an-inch of stem was broken off before each time the pipe was reused by some planter or traveler, musing over a newspaper with his coffee or ale. In a quick relic hunt in the area we assumed the tavern to have stood, a dozen pieces of pipe-stem, all of the same length, were collected, along with the bottom of a pipe bowl bearing the

Hanover town was, as all early Virginia "urban" centers were, a port for

shipping tobacco. The Pamunkey must have been a prouder stream in those days, more as it is now where the river enters the York, for the vine-bordered creek flowing past the lost town looks more like the moccasin-infested swimming-holes of my boyhood than the waters on which planters' tobacco hogsheads were shipped. Yet, it must have been a formidable river from the oft-mentioned ferry, and Grant's crossing of the Pamunkey at Hanover town represented his passing of the last serious water-barrier except the Chickahominy between him and Richmond. Now, below the steep banks, you can see in the muddy waters the bricks from the old warehouse where the Pages stored tobacco before the hogsheads were rolled on to boats. They are a melancholy though romantic evocation of a time past.

In the same area marched and rode the armies that formed the destiny of America. Cornwallis lumbered heavily through, and Jeb Stuart moved swiftly in that incredible cavalry movement called "Stuart's Ride Around McClellan." Near Hanover town, Stuart lost his only man, the gallant Captain Latané, whose burial in the neighborhood loomed as a larger event in tragedy than young Southerners can realize today. There was a time when no Virginia house was complete without the famous engraving called "The Burial of Latané."

By some stupid authoritarianism of a Yankee officer, the proper burial ceremonies were denied the dead captain,

(Continued on page 30)

COVER NOTE: The cover shows the beautiful Powell Valley at Norton. Photograph by Burchette Studio.

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"From Hanover, Sir, God Bless Her!"

By ROSEWELL PAGE, JR.

Crossing just south of Ashland to bring home the family ration of corn meal in a sack slung across his mule's bare back.

During the War Between the States, Hanover County was the battleground of the Army of Northern Virginia and the Army of the Potomac. All the great ones were there, Lee—Jackson—Stuart, Grant and his hordes of blue invaders, these were familiar sights to Hanover people then. But not one of them was more heroic than the men, women and children who made up Hanover's citizenry. Those men in gray fought with gallantry born of chivalry and matured in desperate defense of their homes and their honor. The women did the men's work while they were at the front. By their efforts they fed, clothed and kept up the morale of their part of the Confederate Army. The children of that time were the fathers and mothers of some Hanover citizens living today and the grandparents of nearly all of them.

In that period Hanover had her generals like Williams Carter Wickham of "Hickory Hill," her colonels like Hilary P. Jones, father of the admiral who commanded simultaneously the Atlantic and Pacific fleets during World War I, her majors like Thomas R. Price of "Cool Water," her captains like Charles Dabney of "Aldingham," her lieutenants like George P. Haw of Dundee, who had his arm shot off at the Battle of Sharpsburg or Antietam, BUT she also had her private soldiers, members of Jackson's "foot cavalry," Jeb Stuart's troopers and Pendleton's artillerymen. Their names were Harris, Hall and Stanley; Mills, Rice and Terrell; Holloway, Moody and Johnson; Nuckols, Thompson and Blount; Smith, Jones and Talley; Martin, Tyler and Redd; Timberlake, Waldrop and Nash; Hancock, Harlow and Eddleton; Southard, Mallory and Cross; Gilman, Shelton and White or any of the good names you can think of whose bearers fought and died like men. Or who, like Sergeant Holloway, steadied the nerves of a frightened young recruit just as he was about to break and run from the galling Yankee fire by walking up to him and saying in the most

THE SALIENT historical events which have occurred in Hanover County, Virginia, since its formation in 1720 are many, varied and co-existent with those of the Commonwealth and nation. Within its boundaries have dwelt at different times many whose actions have written pages in the history of America.

Patrick Henry, "the Voice of the American Revolution," and first governor of the state was born in Hanover, failed as a farmer and businessman but went on to become famous as a lawyer and statesman. He had a passionate hatred for any form of governmental tyranny, a characteristic of most Hanover citizens even to the present day.

Henry's formation of a group of Hanover citizens into a militia company at the Merry Oaks Tavern and their subsequent march to capture the gunpowder supply of King George III's army stored in the Magazine at Williamsburg was one of the first overt acts against the British government in the Revolutionary War.

Henry's prosecution of the Parsons in that famous cause tried at Hanover Court House in 1763 made him the man around whom all patriots of that day rallied to throw off the British yoke.

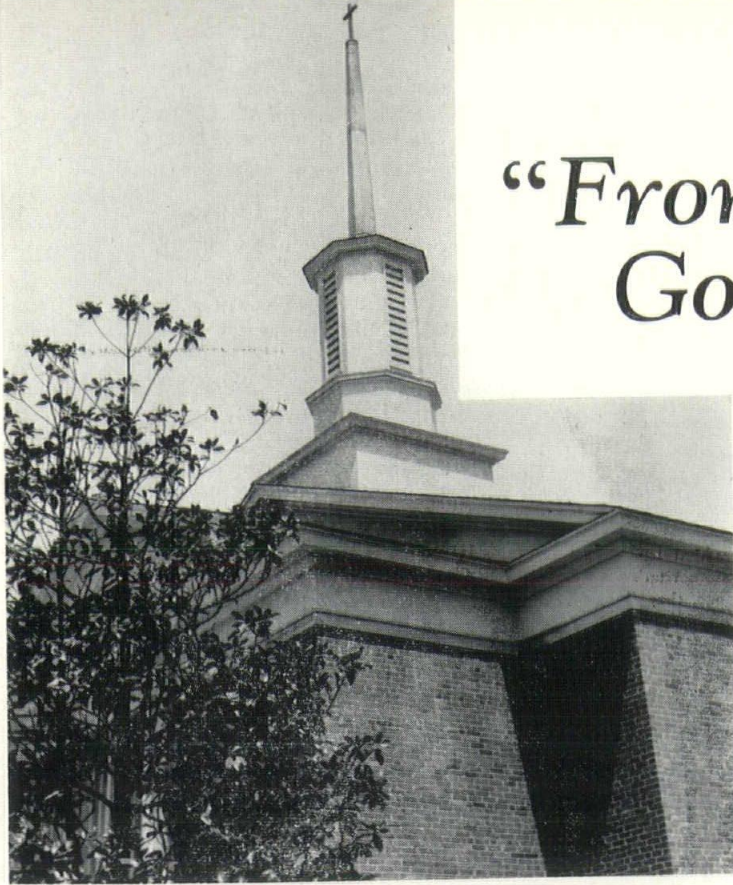
In Hanover a young Virginian pledged his holdings amounting to more than 11,000 acres, originally granted to

his grandfather by King George I, to raise money to equip a division of Washington's army. Thomas Nelson, Jr. became a Brigadier General in that army and later the fourth governor of Virginia, but he lost a goodly portion of his estate as the result of his effort to help establish the Government of these United States of America. On his tombstone at Yorktown are inscribed these words: "He gave all for Liberty."

John Paul Jones, the great naval leader of the Revolution was a citizen of Hanover as was Dorothea Payne (the widow Todd) who became the wife of James Madison, America's fourth president. She lived at "Scotchtown," the former home of Patrick Henry, which is now to be purchased by the Association for the Preservation of Virginia Antiquities and restored to its pristine glory.

"THE MILL BOY OF THE SLASHES"

Henry Clay, the Great Compromiser, one of the chief founders of the Whig Party, who so narrowly missed the presidency in the 1840's earned his soubriquet, "The Mill Boy of the Slashes," by riding from his birthplace, "Clay's Spring," to the Mill at Lankford's



Randolph-Macon College Chapel.

unconcerned Hanover drawl you can imagine: "Say young 'un, how 'bout you an' me swapping pocket knives? Your'n whittles better 'n mine. I'll give ye a plug o' tobacco to boot. Come on, le's trade!"

One of the men who helped heal the breach between North and South and helped cure the spiritual wounds made by the war was a Hanoverian by birth. He was an author named Thomas Nelson Page who served his country well during World War I as American Ambassador to Italy by appointment from Woodrow Wilson.

Page's novels and short stories had influence in persuading Yankees and Rebels alike that they both belonged to the human family and, as such, must get along together in a brave new world. He was a child during the war and later took literally the words of his teacher, Robert Edward Lee, and used his talents to convince Virginians in particular and Southerners in general that in spite of the war they, as well as the Northerners, were citizens of the United States of America.

Hanover has sent her sons to fight in all our country's wars and is proud of their record in times of stress. One Hanover boy, having migrated to Kentucky, joined a Louisville company at the beginning of the Spanish-American War. This company was attached to the famous Rough Riders. One morning a colonel sent for an orderly to black his boots and when the Hanover lad reported for the duty, the colonel took one look at him and roared, "I didn't send for a gentleman to black my boots!!" The youth drew himself up to his full height, saluted and said, "Sir, in my outfit we are all gentlemen." Colonel Theodore Roosevelt immediately threw his arms around this trooper and hugged him thereby making a lifelong Republican out of a staunch Virginia Democrat.

RAPID GROWTH IN 20 YEARS

So Hanover bows to her past with honor, respect, and affection in her genuflection; but as she straightens she turns about and faces her present with satisfaction in her expression—satisfaction in the knowledge that she is a land of opportunity whose citizens go forward quietly but firmly to develop her resources and establish her securely in the business world of this twentieth century.

Due to her proximity to Richmond, her favorable tax rate, her good climate and the natural kindness and affability of her people, Hanover's

growth has been rapid in the past 20 years. Real estate firms such as Timberlake Brothers at Ellerson, Cox and Blair in Ashland, Claiborne D. Gregory of Beaverdam and Ashland, and E. T. Hicks of Henry District are engaged in finding suitable locations for people who desire to throw in their lot with the native Hanover citizens.

There are fine sites for industrial developments all over the county, enhanced in value by a reasonable supply of water, good transportation facilities, good roads and an adequate telephone system.

The Chesapeake and Ohio Railway runs the length of the county from Richmond to the west; and the Richmond, Fredericksburg and Potomac Railroad, "The Throat of the South," crosses about middle way, passing through the town of Ashland on its route from Richmond to Washington.

The Pamunkey and Chickahominy rivers with their tributaries are sources of water which, when properly harnessed, can furnish a great deal of power. Electric power is furnished by two companies, the Virginia Electric and Power Company and the Virginia Electric Cooperative. The former is a privately owned stock company and the latter is a cooperative.

U. S. Highways Number 1, 301 and 360 cross the county from south to north, while 54 and 33 run through parts of it in a westerly direction. Besides these main arteries, there is a very good system of secondary roads.

The two principal sources of income in Hanover at present are agriculture and forest products, with the latter somewhat in the lead. Hanover is one of the counties making up what is known as the sun-cured tobacco belt

and sells this product in the only sun-cured tobacco market in the world at Richmond.

*"I am agwine down to town
I am agwine down to town
I am agwine down to Richmond town
To carry my tobacco down."*

In the lower end is the famous vegetable-growing district where water-melons, cantaloupes, tomatoes, butterbeans, sweet corn and blackeyed peas grow in abundance, to say nothing of the turnip greens and hog jowl which flourish there.

"As inseparable as bacon and greens in the mind of a Virginian," quipped Daniel Webster—surely he was thinking of a Hanoverian at the time.

Dairying is carried on in the county. Milk is furnished from Holstein herds like those of the Luck Brothers at Lakeview, C. W. Smith and Sons at Ingleside, Woodford Broadus at Marlbourne and Pemberton and Redding at Cherrydale; and from Guernsey herds such as the Nutshell Herd at Hanover, home of E. C. C. Woods and the Smith Guernseys at Hewletts. Then there are several mixed herds which also ship milk and cream to the markets at Richmond and Fredericksburg.

The poultry business is the largest single agricultural industry in Hanover, while beef cattle and hogs put a goodly sum into the livestock men's pockets and many farmers raise good crops of hay and grain.

The timber industry furnishes much of Hanover's economic lifeblood—money—in the form of stumpage prices to the landowners, wages to the laborers and income for the sawmill men and planing mill operators, as well as

(Continued on page 31)

Below: "Scotchtown," the home of Patrick Henry, later occupied by Dolly Madison.

(Virginia Chamber of Commerce photo by Flournoy)



Happy To Be Part Of a Vicious Circle

by BEN POPE

(Drawings, courtesy The Asphalt Institute)

THE VIRGINIA ASPHALT ASSOCIATION is happy to be part of a vicious circle.

It may all start when a gusher shoots into the Texas sky and another millionaire is born.

From that black gold will be refined many products and several of them—gasoline, diesel fuel and lubricating oil—go to keep the highways of the world jammed with automobiles and trucks.

After everyone else has what he wants from the crude petroleum oil, the asphalt men take what is left—some of the most prized residue in the world.

Thus the circle begins whirring. As more vehicles are supplied with products that make them go, the more there is a need for something for them to go on.

And we're off!

Demand for fuels and oils brings demands for roads, parking areas and driveways. As one demand is met, the way is paved (ouch) to meet the other demand.

It did *not*, however, take today's traffic to find a use for asphalt. It is literally as old as Noah's Ark because Noah must have used asphalt to waterproof his vessel.

Of course, that was a bit before the time when the oilman's daughter was flying her private plane in for a shopping spree at Neiman-Marcus. Noah had to depend on nature to extract the naphthas and gasoline to supply him with asphalt.

However, once our circle began, there was plenty of asphalt for all its present needs.

It was not long before asphalt became a big business and big business long ago found that a grouping of men with common interests can promote good for all of them.

In Virginia, asphalt men formed their organization in early 1952 when 18 representatives met in Richmond to begin the Virginia Asphalt Association, Inc.

There were two types of memberships available in the new organization, contractor members and affiliate members.

The former were those who owned large mixing plants and apply the finished products to the highways of the state.

The affiliates were those who furnish the contractors with asphalt cements, aggregates, machinery and other materials needed in their production.

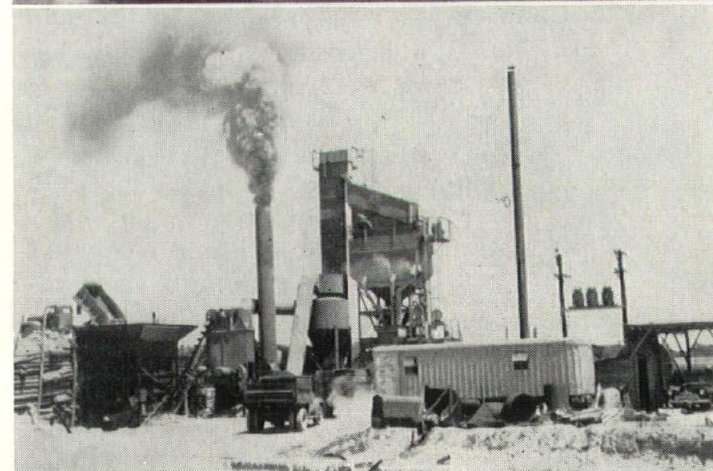
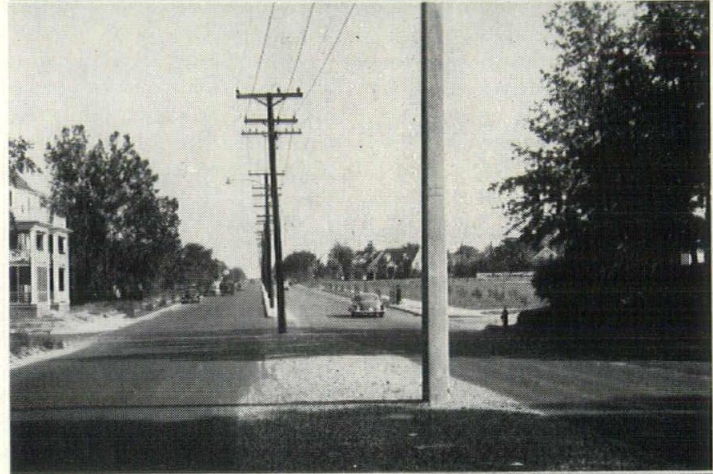
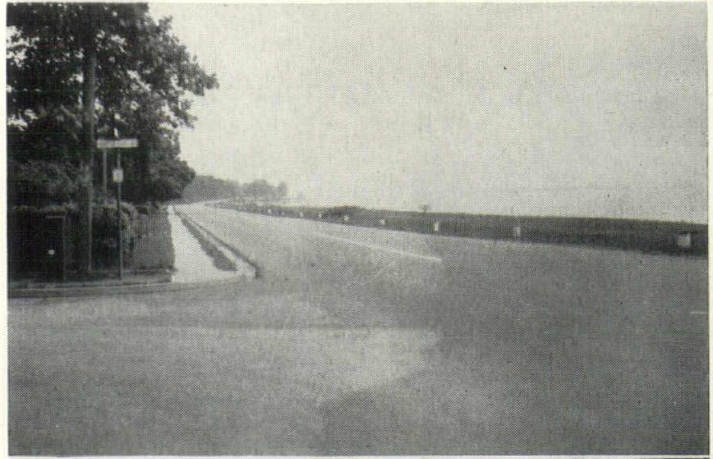
Now the association claims 25 contractor memberships, about 80 per cent of the state total, and 32 affiliate members.

Elected president at that first meeting was W. B. Adams of Roanoke and succeeding to the post were J. R. Ford of Lynchburg, W. A. Penick of Richmond and J. W. Thompson of Danville.

At present the officers are S. L. Williamson of Charlottesville, president; Burton P. Short, Jr. of Petersburg, vice-president; Gordon F. Penick of Richmond, treasurer; G. W. Mills of Roanoke, secretary.

The position of executive director called for a man who knew asphalt and the general highways construction business in all of its details. J. J. Forrer, a former maintenance engineer and assistant chief engineer for the Virginia Department of Highways, had that experience.

Photos, from the top down, show: the shoreline drive between Hampton and Newport News; Grove Avenue, Richmond, completed in 1953-54; Main Street in Gloucester; construction work.



Forrer, who had handled all field matters pertaining to asphalts and asphalt mixes with the Highway Department, had just recently retired after 35 years' experience and was available for the job. He has kept that job until the present time.

It was under Forrer's supervision that many improvements were made which now account for the extensive use of the asphalt road materials.

In the early days laboratory facilities were not developed to the point they are today, and some of the early experiments were referred to around the State Highway building as "Forrer's Follies." Forrer, unlike Mr. Seward in Alaska, has lived to see his follies take on nicer names.

It is most appropriate perhaps to let the association speak for itself as to its purposes.



As listed in the association's by-laws they are:

(1) To make available and render free information and consulting services to governmental and private bodies interested in paving.

(2) To disseminate information regarding the economy of paving with plant-mixed asphalt.

(3) To engage generally in all educational and promotional activities of a type similar to a chamber of commerce or board of trade, or business league.

(4) To promote and increase the use of plant-mixed asphalt in the paving of highways and streets.

(5) To promote the common business interests and to promote business conditions for asphalt pavers generally.

(6) To exercise all powers which shall be deemed necessary or expedient, for the successful accomplishment of the foregoing purposes, and to exercise

all incidental powers conferred on similar corporations by general statutes of the Commonwealth.

On the contract membership list are the following:

Adams Construction Company of Roanoke; Alexandria Bituminous Corporation of Alexandria; American Asphalt Products Company of Washington, D. C.; Ames and Webb of Norfolk; Arlington Asphalt Company of Arlington; Asphalt Paving Service of Richmond.

Atlantic Bitulithic Company of Richmond; Curtis Cantrill, Contractor, of Lexington, Ky.; F. D. Cline Paving Company of Raleigh, N. C.; Sam Finley, Inc., of Roanoke; J. R. Ford Company of Lynchburg; Holston River Quarry, Inc., of Marion.

Keeley Construction Company of Harrisonburg; M. A. Layman & Sons, Inc., of Harrisonburg; Newton Asphalt Company of Alexandria; Pendleton Construction Corporation of Wytheville; Piedmont Asphalt Paving Company, Inc., of Broad Run; Portsmouth Paving Company of Portsmouth.

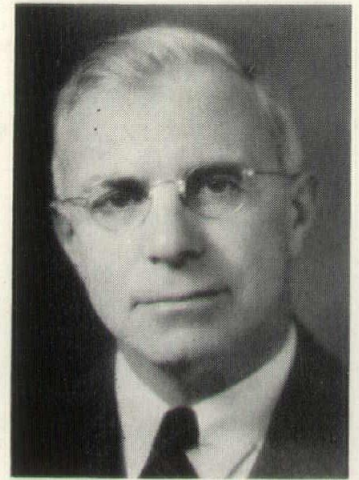
Clyde R. Royals, Inc., of Hampton; Short Paving Company Inc., of Petersburg; Thompson-Arthur Paving Company of Danville; Virginia Engineering Company, Inc., of Newport News; E. C. White Contractor, Inc., of Norfolk; S. L. Williamson Company, Inc., of Charlottesville.

Quite appropriately, those that produce bituminous concrete or plant-mixed asphalt, as it is both called, are a nomad group.

From a total of six in use 15 years ago, plants in Virginia now number approximately 50 and are located at points where highway work is underway or is proposed.

These huge plants, generally valued between \$150,000 and \$200,000, are moved by train or truck to different locations around the state as the demands call for them.

Sometimes these moving factories are transported as much as a hundred miles to go where the business is then located.



(Foster Studio)

J. J. Forrer, executive director of the Virginia Asphalt Association, Inc., has been in the construction business since 1909. He received his Bachelor of Science and Civil Engineering degrees from Washington and Lee University in that year and went to work for the Mississippi Levee Board. From 1909 until 1917, Forrer also worked for the city of Memphis, Tenn., and the Unit Concrete Construction Company of St. Louis. From 1917 until 1952, when he took part in the founding of the asphalt group, he was resident engineer, maintenance engineer and assistant chief engineer with the Virginia Department of Highways. Other activities include memberships in the Ruritanians, Masons, the Methodist Church, American Society of Civil Engineers, Virginia Engineers Club, Virginia State Chamber of Commerce, the Good Roads Committee of the Virginia State Chamber of Commerce, National Highway Research Board, Asphalt Paving Technologist and is an advisor to the Highway Action Committee of the National Highway Users Conference, Inc. Forrer is a certified professional engineer.

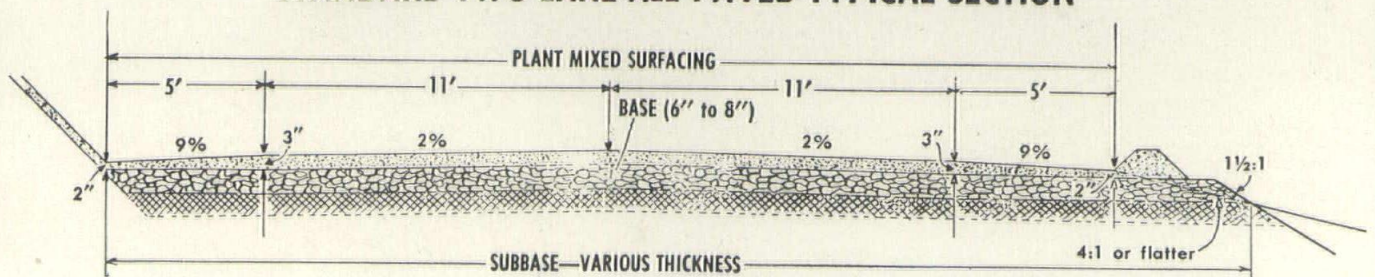
Without going into the technicalities of the operation—and there are many—the plants operate like this:

Materials, mainly asphalts and aggregates such as sand, stone or a combination of the two, are received and through a heating process, are mixed into a road paving material.

Different traffic conditions, different

(Continued on page 33)

STANDARD TWO LANE ALL PAVED TYPICAL SECTION



(from Asphalt Institute Quarterly)

We Salute

WISE COUNTY

FOR A CENTURY OF PROGRESS. THE YEARS HAVE BROUGHT MUCH AND TAUGHT MUCH
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PENNINGTON GAP

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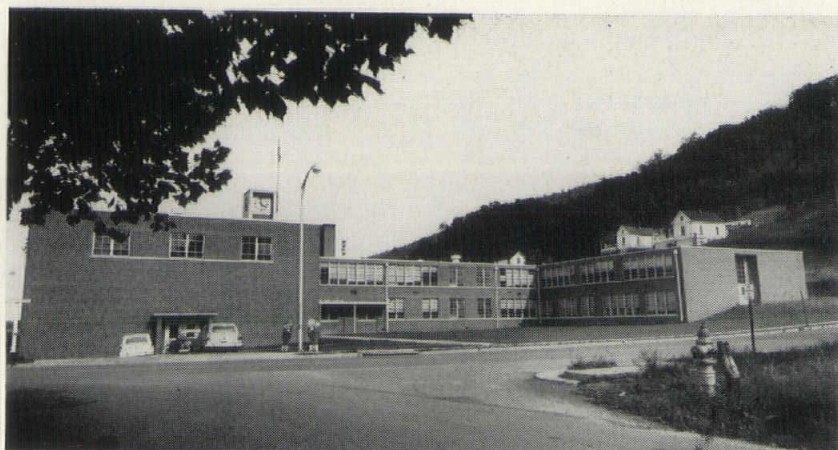
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NORTON, VA.



Burton High School, Norton, Va.

(Burchette Studio)

WISE COUNTY CELEBRATES ITS 100th ANNIVERSARY

By L. F. ADDINGTON

BENJAMIN BOLLING, a descendant of Pocahontas, stood in the doorway of his cabin on the bank of Guest River leisurely looking away into the wild wilderness when his wife ran screaming from the spring.

"Benjamin!" she yelled. "A panther! It leaped at me!"

Mrs. Bolling put down her empty wooden pail and, trembling, said, "Let's go back to North Carolina, Benjamin."

Benjamin, who had long wanted to establish a permanent home in the Cumberland Mountains of Southwestern Virginia, said to his wife, "But we've built a cabin. We own hundreds of acres of land."

"But it didn't cost us much, Benjamin. We got it through squatter's rights. Now I want to go home."

"If we can sell our property, we'll go," he said.

"But how can we sell? No one lives here abouts. Who could buy?"

Within a few days a hunter came with a long-barrel rifle over his shoulder and two hound dogs trailing at his heels.

"Nice cabin you've got here," the hunter remarked.

"Nice boundary of woods, too," Benjamin said. "But my wife wants to go back home. If I could sell, we'd go."

"If I had any money I'd buy," the hunter said. "Right now all I could offer is this rifle and my two hunting dogs."

"Well," Benjamin drawled, "I believe I'll trade with you."

And the lands which Benjamin Bolling sold for a gun and two hound dogs, is now worth millions of dollars for it

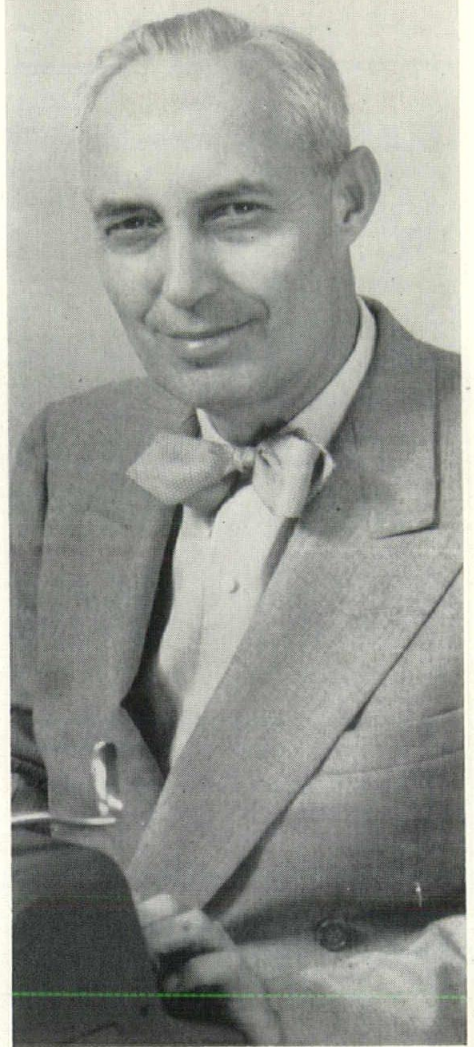
abounds in rich coal seams. It is now producing a high grade of coke.

But this is not the cheapest price known to be paid for coal lands. The 42,000-acre tract, known as the Olinger Survey, once sold in Lee County (before Wise County was formed) for \$4.95. Today this land is a part of the richest mining area in Wise County.

Long after the close of Dunmore's War at Point Pleasant, October 21, 1774, people leaving the forts strung along Clinch River pushed westward in search of homes. Few of them settled along the streams where level land could be had but for the most part the home-seekers considered this area, now known as Wise County, a land to go over but not a place to settle upon. It was called a land "as poor as Job's turkey," and too mountainous for farming.

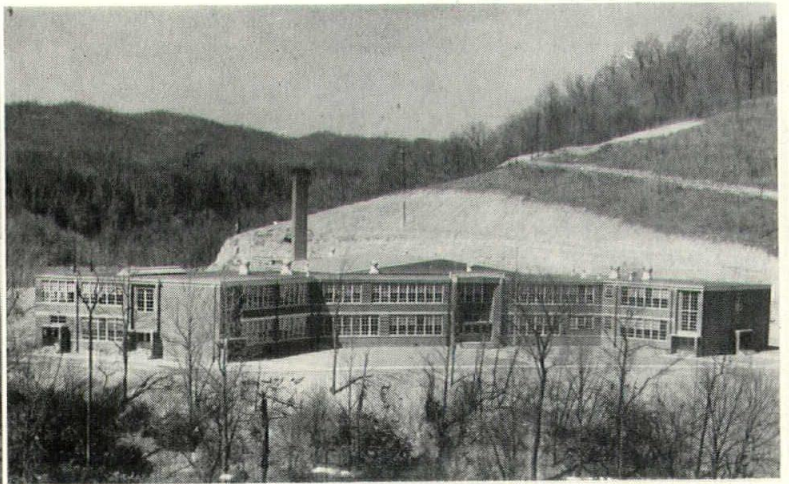
But with the passing of years settlers increased. They farmed the level lands and pastured the mountains to sheep. Carding machines on which the people could prepare wool were built along the swift little streams and the owners of these machines carded wool for a share of the wool brought to them. The people trapped, hunted and dug ginseng for their cash money.

During these settlement days there were but few trails through the mountains. The best wagon roads were so rough that hauling over them was impossible. In going through Little Stone Gap wagoners oftentimes had to dissemble their wagons, carry the parts over the roughest road, assemble the wagons again and continue on the journey. (In contrast, today Wise is



Luther F. Addington is well known to the readers of this magazine having contributed a number of fine articles over a period of several years. He is principal of the J. J. Kelly High School in Wise, author of "The Story of Wise County" and the moving spirit behind the forthcoming Wise County Centennial Celebration in July.

Below left, Laurel Grove School house built in 1865. (Photo courtesy Dr. J. N. Hillman.) Right, Pound High School, first occupied in the spring of 1954.





Left, Dr. J. N. Hillman, the first full time school superintendent of Wise County. He has served as secretary of the State Board of Education and as president of Emory and Henry College. He is at present secretary of Grand Lodge, Masonic Temple, Richmond. Right, Dr. J. J. Kelly, Jr., who has had the longest tenure of service of any school superintendent in Wise County, beginning in 1917.

served by the N. & W., the C. & O., the Southern, the Clinchfield and the Interstate railroads.)

In those settlement days courts were far away and hard to reach. And as a consequence the scattered Primitive Baptist churches served as peace-making institutions as well as carrying the banner of religion.

The trials of church members were held at business sessions of the churches at the close of services. These sessions were in the charge of moderators who were either ministers or prominent church members.

Usually the charges of transgression were made at one meeting and a committee was appointed to investigate the matter and report at the following meeting. Below is a transcript of a paragraph from an old minute book:

"October 1, 1860, an allegation was brought against Brother Gilliam as the public rumor was that he was too friendly with Brother Hamilton's wife and was going to that country oftener than his necessary business required."

Pursuing the minutes further it was found that the rumor was insufficient to "exclude" Brother Gilliam and the matter was dropped.

Another excerpt reads as follows:

"March, 1861. There came up a case between Brother Blevins and Brother Skeen about some money Brother Blevins owed Brother Skeen. The church appointed a committee which decided to give Brother Blevins two months in which to pay the debt."

A later record shows that Brother Blevins paid his debt.

These scattered residents of the mountain fastness grew tired of going to the distant courts to transact necessary business and so 120 citizens drew up a petition and presented it to the

Virginia Assembly Feb. 11, 1856, praying for the formation of a new county from portions of Scott, Lee and Russell. It was proposed that the county be named "Roane" and it was so entered in the senate. But at that time Henry A. Wise had just assumed the governorship of the State and the name was changed from Roane to Wise. With the name thus changed, the bill passed both houses of the legislature Feb. 16, 1856.

Governor Wise was quite popular with the electorate of the state. It was he who had broken the Know-Nothing party of the South. A biographer said of him, "He was an inveterate chewer and swearer, rough but warm-hearted." He was considered one of the last great individualists in Virginia. He advocated "fighting in the Union" but yielded to the demand for secession and became a fiery advocate of the Southern Confederacy. In the Confederate Army he became a Brigadier General in 1861. Later General Lee promoted him to the rank of Major General.

The date set for the organization of the newly-formed county was July 28, 1856. It was to take place at the two-story log home of Daniel Ramey, known as the "Monarch" of the mountains.

THE "BIG DAY"

The Monarch was a warm host. On the day before the "Big Day" he began the preparation of food to serve as many of the visitors as he could. His pots and kettles and bread ovens were set at the big fireplace inside his house; others were set up in the yard.

And long before dark on the 27th people began to arrive. They came afoot; they came riding in wagons and

buggies; they came two and three aback horses. Mountain girls walked barefoot until within sight of the Monarch's home and then put on their shoes.

On the 28th the first procedure was to elect a presiding Gentleman Justice for the court. William Richmond was accorded that honor. And for him Richmond District was named. Lipps District took its name from Rev. Morgan T. Lipps, the first elected clerk of the county; Gladeville District got its name from the expanse of glady land near the countyseat. Roberson District was named for William Roberson, another member of the court. Walker District, now a part of Dickenson County, was named for Mr. Walker, then prominent in Virginia political life, and who later became governor.

At this first meeting, school commissioners for each district were named. Franklin Bond was appointed superintendent of schools. Then the court qualified all the elected county officers.

Before the court was through with its business a man in a crowd at a spring a little way from the Monarch's home, was hit in the back of the head with a stick and killed. The newly qualified sheriff, Andrew Dotson, was dispatched by the court to investigate the trouble. The sheriff found that Beverly Dickenson, a long-standing enemy of Alexander Carico, was the culprit. He arrested the man but found that there was no jail to put him in. So, the court immediately voted to make the Russell County jail the official jail, although it was some 40 miles away, until a jail house could be built.

The first jail to be built was a small log building. The second one was made

(Continued on page 14)

Below, the county seat of Wise.



Big Stone Gap

ESTABLISHED 1861

INCORPORATED 1888

FIVE YEARS YOUNGER THAN WISE COUNTY IN THIS HER
CENTENNIAL YEAR

Forever immortalized by adopted son, John Fox, Jr., in fiction. His "Trail of The Lonesome Pine" gave the area a name which has become known the world around.

Records in the Southwest Virginia Museum show Big Stone Gap to be almost as old as Wise County and though it had no less than four names tried on it—Imboden, Three Forks, Mineral City and Wolverhampton—it bears today its early and original name of BIG STONE GAP, indicating that the great gap in Stone Mountain, through which the Powell River rushes, gave the place its name in pioneer times, that speculators tried in vain to change.

Big Stone Gap knew a boom in 1890 the equal of any our country has ever known. Land sold at fabulous prices. Newspaper accounts show that as many as 30 Pullman cars from distant cities were on railroad sidings at one of these sales. Then, as John Fox, Jr., said:

"In time as the stream of English money ceased to flow . . . a pall like death settled down here and at all the other gaps in the Appalachians."

In spite of the "boom" and "bust" days, Big Stone Gap steadied, people who had lost all their money licked their wounds and started life again on a different scale. Through the years it has shown a substantial growth. It houses the General Offices of Stonega Coal and Coke Company, one of the country's largest coal companies, and of the Tri-State Bus Company.

Schools have continued to grow in numbers and strength of offerings. Recently a new Negro school was built and is now in operation, and a consolidated high school, which will serve the Big Stone-East Stone area, is now in the planning stage.

BIG STONE GAP

with an elevation of 1550 feet lies in a kind of bowl. From its various vantage points some of Southwest Virginia's most magnificent scenery can be viewed. Nearby Powell Valley is the agricultural heart of the county and furnishes fine apples, dairy products and similar foods to a wide market.

**BIG STONE GAP CHAMBER OF
COMMERCE**

PET DAIRY PRODUCTS COMPANY

CLINCH HAVEN FARMS

STONE & MADDOX, Gulf Distributor

**THE FIRST NATIONAL BANK
WISE CONCRETE CORPORATION
RUTHERFORD FREIGHT LINES
QUESENBERRY CONSTRUCTION
COMPANY**

Big Stone Gap

has grown, developed and progressed with

WISE COUNTY

We invite you to visit "Our Town" and "Our County" during our Centennial Celebration and learn why this has become

Virginia's

NEWEST MOUNTAIN

VACATIONLAND

Visit the Southwest Virginia Museum, the Home of John Fox, Jr., Big Stone Gap, Bee Rock Mountain, Powell Valley and take a look at an operating coal mine.



COME FOR A DAY, A WEEK,
A LIFETIME



We Promise You

BIG STONE GAP

is a place you'll never forget and to which you'll return again and again—or become a native like the rest of us.

red by:

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ROYAL LAUNDRY COMPANY, INC.

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BIG STONE ESSO STATION

to tell the Virginia Story



Home of John Fox, Jr.



Southwest Virginia Museum



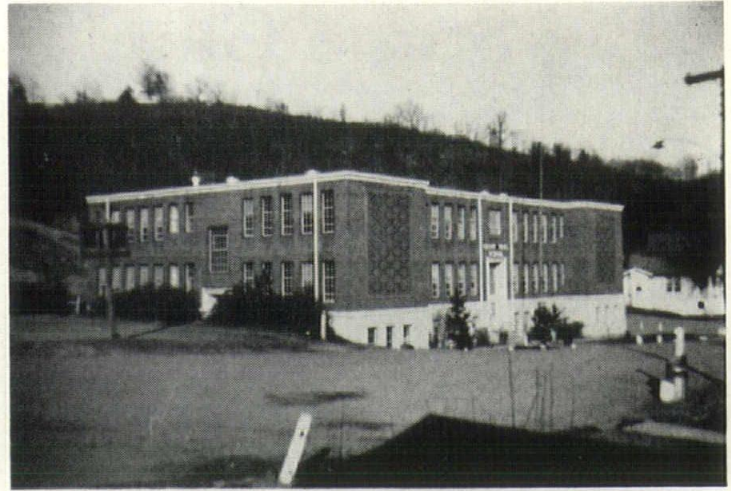
Stonega Mine Tipple

JUNE 1956

PAGE THIRTEEN

ST. PAUL

Originally called Estonoa, St. Paul was incorporated in 1911. About 1885, two companies sought to develop twin cities on the Clinch River . . . St. Paul in Wise County—Minneapolis in Russell County. St. Paul was already a fair sized town. Minneapolis was laid out as a town site, considerable grading done and a water system installed. About 1890 some of the promoters died, the heirs discontinued their support, the project was abandoned and Minneapolis reverted to farm land.



High School, Saint Paul, Virginia (photo by Gillespie)

ST. PAUL

has the City Manager form of government. They have one of Virginia's most active Lions Clubs. In recent years they have sponsored many civic projects, including a swimming pool and a municipal athletic field. Additionally, they have sponsored glasses for school children in the Wise, Russell, Dickenson Counties areas; uniforms for musicians in the St. Paul School band of over 100 pieces; Christmas baskets for the needy and Boy Scouts.

Unlike most Wise County towns, St. Paul, though situated in a rich coal field, adjacent to Clinchfield Mines, is more of a residential town. It is the home of Senator M. M. Long, president of St. Paul National Bank which this year celebrates 50 years of service to the community. Here also are the homes of R. H. Hughes, H. W. Livingston and O. N. Hall—all officials of Clinchfield Coal Company—one of the world's largest producers of coal.

WE ARE PROUD OF THE PART WE ARE PLAYING IN THE GROWTH AND DEVELOPMENT OF WISE COUNTY

Visit us during the Wise County Centennial Celebration—July 23rd to 28th; inquire into our heritage, then tarry with us for as long as fancy wills. We offer you excellent industrial and business locations, fine schools for your children, and a rewarding social life among friendly people. In our section of

VIRGINIA'S NEWEST MOUNTAIN VACATIONLAND

the tourist may see fabulous mountain vistas, and spend comfortable "nature" air-conditioned nights in "our Town" with its 1,490-foot elevation.

WISE COUNTY CELEBRATES ITS 100th ANNIVERSARY

(Continued from page 11)

of native stone. And it was this second building that imprisoned some of the most notorious and colorful law-breakers ever known to this area.

In the late 1800's the notorious Talt Hall, with several murders to his discredit, was returned from Memphis, Tennessee, and put in the little stone jail to await trial for the shooting of Policeman Enos Hylton of Norton. The man instrumental in tracking him down was the well-known Dr. M. B. Taylor, medical doctor, preacher and U. S. Marshal.

Dr. Taylor was a man of a dual personality. He treated the sick without charge wherever patients were unable to pay. He preached; he buried the dead. He relentlessly hunted moonshiners and liquor dealers.

And while the Police Guard of Big Stone Gap was on duty in the county-seat town to protect prisoner Talt Hall from a mob threat—organized in Kentucky where Hall lived—the well known Dr. Taylor and two lieutenants stole away from the countyseat town and massacred a whole family which was crossing Pine Mountain.

Dr. Taylor scouted for a while. He had himself concealed in a box and shipped as freight to Bluefield W. Virginia. But detectives were on the outlook for him, arrested and returned him to the little stone jail.

Later each of the men were sentenced to the gallows. But Dr. Taylor made a dramatic episode of his last days on earth. Even in the court he told the presiding judge that he had a witness who wanted to speak for him.

The judge asked who the witness was. Dr. Taylor said, "Jesus Christ." The judge said, "Let him speak." Then Dr. Taylor drew from a pocket a little Testament and began to read passages which seemed to condemn the court, his persecutors, as he termed it, and glorify himself.

After he was condemned to die on the gallows, he requested to be executed in white clothes and a white shroud. These his faithful wife made with needle, thimble and scissors. Beyond that he said that like Christ he would rise from the dead on the third day after his execution. He requested that his body be kept above the ground for that period of time. And, after execution, his body was kept as requested; then, after the third day it was buried in the countyseat cemetery. The grave



Aerial of St. Paul (photo by Gillespie)

These Pages Sponsored By:

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Clinchfield Lumber & Supply Company

New Hardware and Furniture Company

remains unmarked to this day.

The Police Guard, spoken about above, was organized at Big Stone Gap in the "boom days" when elected and appointed officers of the law found it impossible to cope with lawlessness. Josh Bullitt, a law graduate from Washington and Lee, assumed the leadership of the guard. Because of that leadership he was called "Captain" Bullitt.

The guard trained daily as an army platoon would train. Since the members of the guard were all business and professional men, serving without pay, they were always ready for duty when called. The call was a whistle blast sounded in the streets of the town. And because of the importance attached to this whistle, an ordinance was passed making it prohibitive for anyone not connected with the guard to blow a whistle

to tell the Virginia Story

in the streets. With the determined efforts of this guard to break up lawlessness, the thugs, some of them riding horseback from Kentucky on Saturday nights, began to run for cover. And in a few years peace and quiet settled upon the hamlets and towns of the young county.

It was General J. D. Imboden who first interested industrialists of Pennsylvania, in the winter of 1879, in iron ore of Southwest Virginia. General Imboden, at the direction of interested capitalists, came into this area and secured iron samples to take back to Pittsburgh. While he was here General Rufus A. Ayers (he was elected Virginia's Attorney-General, 1885) asked him to take a look into the coal deposits. General Imboden did so and his findings led to interesting the same

capitalists in coming down and purchasing great tracts of mountain land.

Coal production began about 1891. Of the 5,900,000,000 tons originally available (14" and above) 3,835,000,000 tons were considered mineable. Of the mineable amount more than 190,000,000 tons have been taken from the earth. Geologists say that there remains enough to last for 600 or 700 years at the present rate of production.

The first teachers in Virginia were paid in tobacco because at that time money was not available and tobacco was worth a price. In Wise County, just after its organization July 28, 1856, teachers taught as many as five months in the year for as little as \$14.00 for the entire term. The rate of pay was fixed at \$.04 per pupil per day.

(Continued on page 17)

COEBURN

One of Wise County's Oldest Towns

Founded in 1888 with the coming of the railroads to Southwest Virginia and the development of the great coal fields in this area. Incorporated in 1894. In April, 1956, 709 acres were awarded Coeburn by an annexation court. Town was named for W. W. Coe, Chief Engineer, N.&W. Railway and Judge W. E. Burns of Lebanon, Va.

WE ARE PROUD OF THE PART WE ARE PLAYING IN THE GROWTH AND DEVELOPMENT OF WISE COUNTY. VISIT US DURING OUR CENTENNIAL YEAR — HELP US MAKE THE WEEK OF JULY 23rd-28th A MEMORABLE ONE.

SEE VIRGINIA'S NEWEST MOUNTAIN VACATIONLAND

On a visit to Coeburn you can fish for trout in Corder Bottoms Lake and see Lick Fork Mines—one of the largest in the world.

Coeburn has a new 22-room high school; a new athletic field nearing completion; seven fine churches, several civic clubs, an active Chamber of Commerce and a newly formed Planning Commission. The local VFW are sponsoring a Veterans Memorial Library to serve as Coeburn's public library. Several players have gone from the local semi-pro ball team to the Major Leagues, latest being Darius Hillman now with Chicago Cubs. A Little League team was organized in May. Coeburn has a town council form of government.

WE ARE PROUD OF OUR TOWN, OUR PEOPLE, AND OUR PROGRESS

This page sponsored by

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MRS. ETHEL GILLESPIE, Owner

Refined — Quiet — Homelike — Country Atmosphere

- 24-hour nursing care
- 25-bed capacity
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- Care of Own Physician Any Time
- Inspected By State Department of Health

NO AGE LIMIT

DIAL 3406

COEBURN, VIRGINIA

WISE COUNTY

(Continued from page 15)



"Granny" Nancy Shores, wife of Dr. Giles Shores, who, in 1924 had attended the birth of more than 1,000 babies.

On the day of the organization of the county, Charles Franklin Bond was appointed superintendent of schools. Prior to his becoming superintendent most schools were called "Field Schools" because of the fact that they were held in abandoned log buildings; some of them were held in the largest homes.

There is living today a woman who wrote to the writer of this article a letter in which she said that she went to school in an old log house which had neither fireplace nor stove. The largest boys in the school, she said, built a platform of rocks and mortar in the center of the room, on which a fire was

built from logs; the smoke went up through the clapboard roof as did smoke in an Indian's wigwam.

When the county was organized there were but few over 4,000 inhabitants within its boundary. Today there are over 56,000. And from that day to this schools have progressed in proportion to population growth.

The first superintendent in charge of schools after the beginning of the free school system in 1870 was William Wolfe. From that time until Dr. James

N. Hillman became superintendent in 1909, the full-time service of a superintendent was not necessary.

The second full-time superintendent was Dr. J. J. Kelly, Jr., who took office in January 1917 and is still serving today. He is, therefore, one of the oldest in service in the State.

Under his guidance schools have continued to grow. There are at the present time 13,310 pupils enrolled. There are 407 teachers employed. The esti-

(Continued on page 22)

Click Construction Company, Inc.

Elizabethton, Tenn.

Builders of the St. Paul High School Gym

We salute Wise County on her 100th Birthday

—and we are proud to have been the General Contractor on the

J. J. KELLY HIGH SCHOOL, WISE, VIRGINIA

JAMES BLAND HIGH SCHOOL, BIG STONE GAP, VIRGINIA

ADDITION TO ST. PAUL HIGH SCHOOL, ST. PAUL, VIRGINIA

ARMSTRONG CONSTRUCTION CO., Inc.

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Virginia Iron, Coal & Coke Company

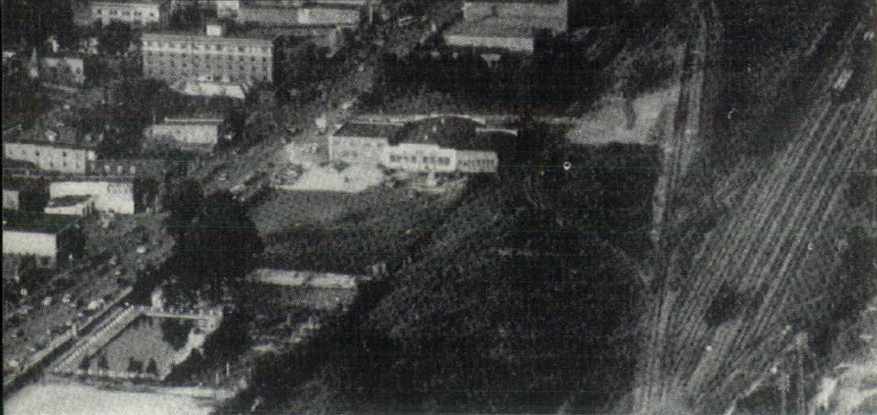
GENERAL OFFICES:

ROANOKE, VIRGINIA

WISE COUNTY OFFICES:

TOMS CREEK, VIRGINIA

A WISE COUNTY INDUSTRY SINCE 1898



Aerial of Norton, Virginia

NORTON

IN OLD VIRGINIA

on the

"TRAIL OF THE LONESOME PINE"

Settled 1837

19 years before Wise County

Was Organized

Incorporated 1890

LOCATED IN THE HEART OF VIRGINIA'S GREAT COAL FIELDS
WE INVITE YOU TO VISIT VIRGINIA'S NEWEST
MOUNTAIN VACATIONLAND

COME JULY 23RD-28TH FOR THE CENTENNIAL CELEBRATION OF

W I S E C O U N T Y

Stay and see these nearby attractions:

HIGH KNOB—highest point in Southwest Virginia

POWELL VALLEY and the Lonesome Pine Golf Club

FOX GAP—named for Author John Fox, Jr.

BEE HIVE COKE OVENS

RAINBOW TROUT LAKE—Virginia's only trout lake at Corder Bottoms

BARTER THEATRE—in Abingdon

BREAKS OF CUMBERLAND—Grand Canyon of the South

And many other scenic and historic points of interest.

A Scenic Wonderland in Spring, Summer and Winter

A Hunter's Paradise in the Fall

And Friendly Folks the Year Round



These pages sponsored by

THE CITY OF NORTON — THE COALFIELD PROGRESS — COCA-COLA BOTTLING COMPANY OF NORTON — THE
FIRST NATIONAL BANK OF NORTON — NORTON AREA CHAMBER OF COMMERCE — OLD DOMINION POWER
COMPANY — WISE COAL AND COKE COMPANY — D. CURY'S DEPARTMENT STORE — NORTON FLORAL SHOPS
— THE NORTON HARDWARE COMPANY — MARY'S STYLE SHOPPE — RADIO STATION WNVA.

NORTON, originally called Prince's Flats, antedates Wise County. It was about 1837 that George Snodgrass settled in what is now West Norton and erected a mill and a tanyard—doubtless the area's first business concern.

The town was laid out in 1889 by an N. & W. Railway surveyor. The first passenger train arrived in May 1891 on the Louisville & Nashville line—the second in June 1891 on the Norfolk & Western. Strange as it may seem, the first freight to go out from Norton was not coal, but rhododendron roots dug along the roadbed and yards. They were shipped to Richmond to make pipes.

Indications are that the town was named for Eckstein Norton, president of the L & N Railroad from 1886 till 1891. It has been said that all of Norton could once have been bought for 50¢.

Norton has a population of 5,399. Its elevation is 2,130 feet. It is a modern, progressive city with fine schools, churches and homes, and its own very good hospital.

Norton has the City Manager form of government.



(Burchette

Powell Valley

NORTON IS AN IDEAL PLACE FOR THE YEAR ROUND RESIDENT OR
THE TOURIST. WE WELCOME INQUIRIES FROM
BUSINESS AND INDUSTRY



APPALACHIA

CELEBRATING 64 YEARS OF PROGRESS IN THE CENTENNIAL YEAR OF WISE COUNTY

ESTABLISHED 1891

INCORPORATED 1906

APPALACHIA high in the Cumberland Mountains . . . with an elevation of 1700 feet above sea level
is an ideal place to visit in

VIRGINIA'S NEWEST MOUNTAIN VACATIONLAND

The beauty of our mountains and the
friendliness of our people is a beacon
of welcome to tourists and would-be
new residents.

With the coming of the railroads, two names were given to their terminal—"Intermont" (now Southern Yards) by the South Atlantic & Ohio Railway; while the Louisville and Nashville established a box-car station on stones and called it "Appalachia." The name Intermont is still applied to the western end of town.

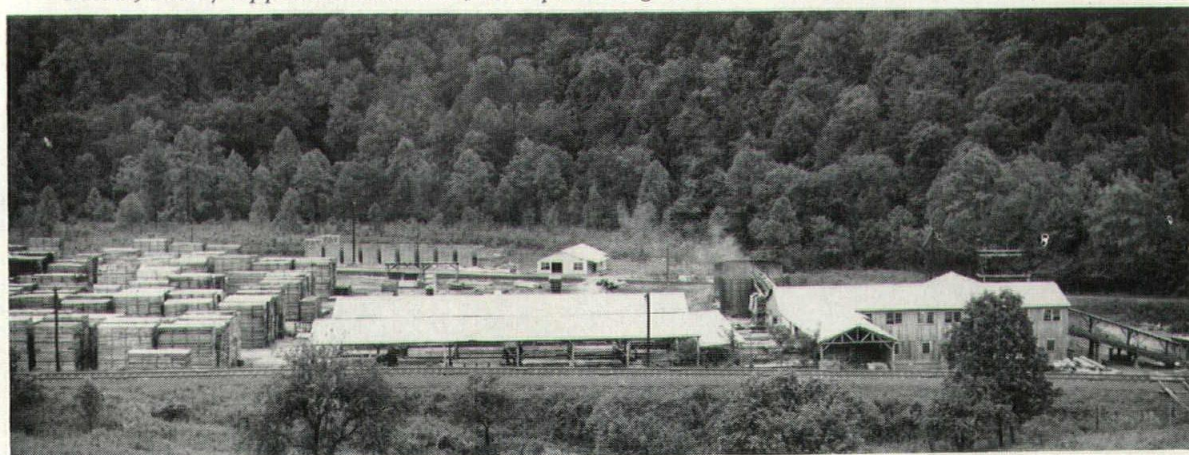
Appalachia is today served by three railroads—the Interstate, with main offices here, the Southern and the Louisville & Nashville.

Prior to the coming of the railroads, the land on which Appalachia is situated was owned by J. J. Kelly, T. A. Blondell and Joseph Kilbourn. In 1895, what is now known as Main Street and some of the western part of town was sold to the Keystone Coal and Iron Company. This constituted the first sale of lots in the town. Today Appalachia boasts one of the finest banks in the county, a good eight-floor hotel, and a growing diversified business beside its vast coal resources.

*We invite you to visit Appalachia during the centennial year of Our County
and if you're planning to establish a home or a new business*

CONSIDER WISE COUNTY AND APPALACHIA FIRST

Below, one of Appalachia's newest, most promising industries—Hamer Lumber Corporation



(King Studio)



Bee Rock Tunnel—Shortest Railroad Tunnel in the World

These pages sponsored by:

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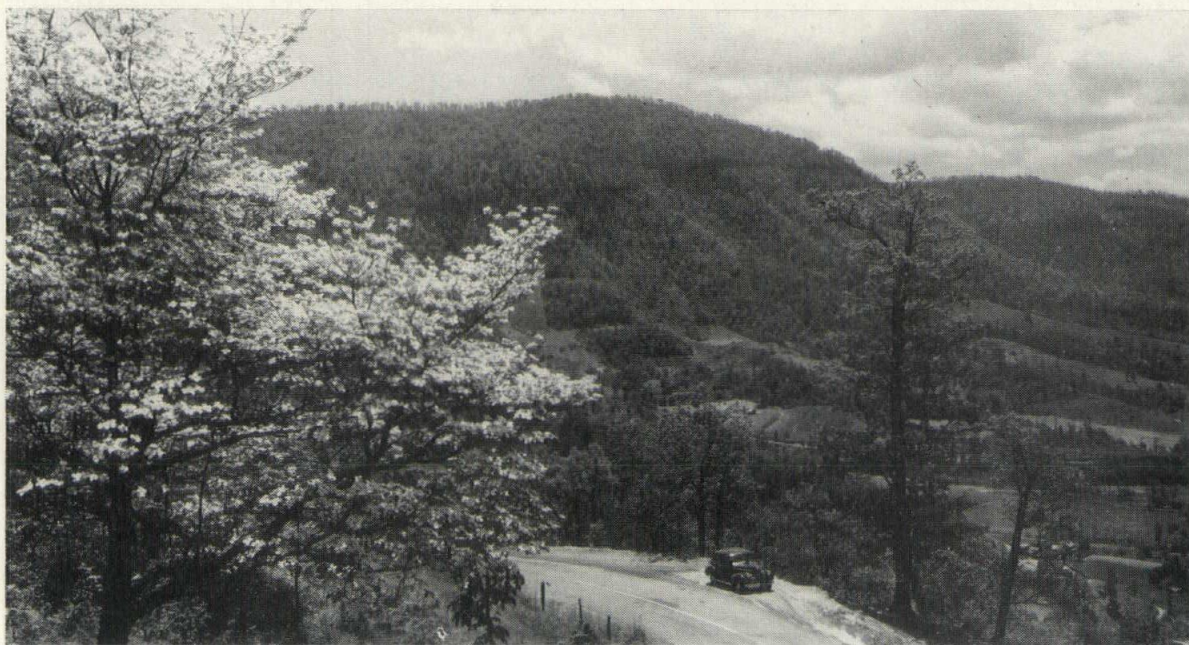
VIRGINIA WHOLESALE COMPANY, INC. ROY A. GREEN FUNERAL HOME

COLLIER'S STYLE SHOP

OLD DOMINION DRUG CO., INC.

BLAKE MOTOR CO., INC.—Your Friendly Ford Dealer

John O. Youell's APPALACHIA ESSO SERVICENTER



Dogwood Trees on the Trail of the Lonesome Pine

VIRGINIA BUSINESS REVIEW

By WILLIAM BIEN

Business Editor, The Richmond News Leader

CHEERY messages about last year's results and equally happy outlooks for 1956 continued as the outstanding feature of the Virginia business scene last month.

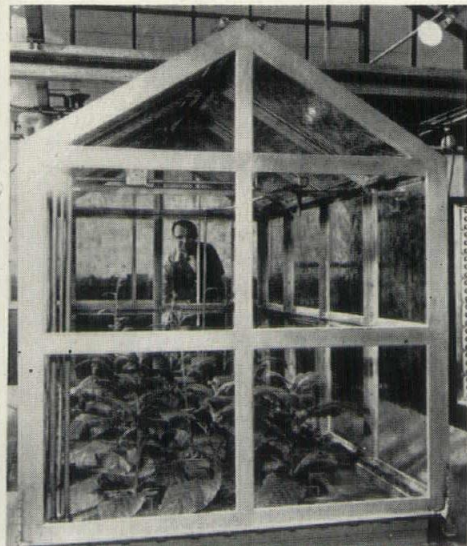
Annual reports from three representative industries—Reynolds Metals, Virginia Electric and Power and the Southern Railway—set the tone.

Richard S. Reynolds, Jr., president of the aluminum manufacturing concern, told stockholders that earnings in the first quarter of 1956 were up 58 per cent over the same period last year—and that business should remain good for the balance of the year.

Erwin H. Will reported as president of Virginia Electric and Power Company that last year's operating revenues passed \$100,000,000 for the first time and were 10.5 per cent higher than in the previous year.

Harry A. DeButts, president of the Southern Railway, told stockholders that "earnings so far are running ahead of last year and it is expected that this will be a very good year for the South-ern."

* * *



Cultivation of radioactive or "tracer" tobacco in Nutriculture Laboratory or "isotope greenhouse" presented to the Medical College of Virginia by The American Tobacco Company May 10, 1956. The laboratory worker is observing nutrient solution being supplied to tobacco plants in radioactive nutriculture chamber.



(Virginia Chamber of Commerce photo by Flournoy)

Left to right, Senator A. Willis Robertson of Virginia, Mrs. Woodrow Wilson, and Senator H. Alexander Smith, of New Jersey, are shown attending the State Chamber of Commerce Congressional dinner.

Not everyone was optimistic, however. Farmers in wide areas of the state complained that frosts and freezing temperatures in May damaged tobacco plants, snap beans, sweet corn and cotton.

And the Virginia Crop Reporting Service said that frosts on the eastern shore have cut the estimated strawberry yield five per cent below that of 1955. A crop of 189,000 crates of 24-quart capacity now is forecast for Virginia.

* * *

Another loss on the eastern shore last month had to do with trains.

The State Corporation Commission authorized the Pennsylvania Railroad to discontinue two night passenger trains between Cape Charles and New Church.

In its plea, the Pennsy officials said the volume of business on the 64-mile run had "steadily decreased until the need for passenger service no longer exists and the yearly loss is substantial and increasing."

* * *

Another railroad — the Richmond, Fredericksburg and Potomac — was making capital of its new streamliner, meanwhile.

With special excursions and heavy promotion, officials of the RF&P reported rising passenger revenues from the early-morning (7:45 A.M.) "Blue and Gray Clipper" which speeds from Richmond to Washington in less than two hours.

* * *

A complete change of scene—that's what has happened to Lee Davis.

Davis, widely known as an official of the Virginia Transit Company (vice-president and Richmond division manager) was elected a vice-president of

the Central National Bank in Richmond last month.

* * *

As part of its radiological research program, the American Tobacco Company has presented a \$120,000 nutriceulture laboratory—or "isotope greenhouse"—to the Medical College of Virginia.

Dr. Willard F. Libby, U.S. Atomic Energy Commissioner, spoke at the dedication ceremony last month and described the facility as "a new step forward."

The unique greenhouse, erected on the roof of one of the college buildings, will be used to grow radioactive tobacco. This radioactive or "tracer" tobacco will be used exclusively in laboratory experiments to determine what happens to the various constituents of tobacco on combustion.

* * *

The State Chamber of Commerce had more than a token theme for its annual Congressional Dinner in Washington last month.

More than 300 persons attended the dinner, which was dedicated to the memory of Woodrow Wilson. One of the guests had a very personal interest in the proceedings; she is Mrs. Woodrow Wilson.

The widow of the nation's twenty-sixth president sat at dinner with Senator H. Alexander Smith of New Jersey (Republican), who was a student of Woodrow Wilson's at Princeton University.

Senator Smith, making the principal address, confessed that he "might have committed a terrible heresy to the Republican party" when he voted for Wilson in 1912—but, he said, he "never regretted it."

DeJarnette & Paul

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PHONE 3-6684

EDMUND T. DEJARNETTE — JAS. A. PAUL — J. ROBERT BOND

A rare thing has happened—and the members of the Virginia Association of Auto Trim Shops are openly gleeful about it all.

It's like this; for some time, the trim men had been fighting the eight per cent excise tax imposed on their tailor-made seat covers and convertible tops by the government.

The government's position: trim shops are manufacturers of auto accessories.

The trimmers' reply: Not so.

And last month Judge Sterling Hutcheson agreed with them. He ordered the government to refund the taxes—with interest—to H. H. Keeton Sr., of Richmond, in whose name the test case was fought.

* * *

Tidewater Virginia got a new daily last month—the *Portsmouth Times*. The paper was established by a group of Portsmouth businessmen to replace the *Star* which was sold two years ago to the Norfolk Newspapers.

* * *

Howard D. Goldman, Virginia general agent for Northwestern Mutual Insurance Company, won a signal honor last month.

It happened at sea.

Goldman, one of the nation's recognized authorities in the fields of estate planning and taxes, was elected chairman of the Million Dollar Roundtable, an organization of men in the life insurance field who have sold more than \$1,000,000 in life insurance during a single year.

Goldman, a life member of the group

who has qualified for many successive years, was named during a convention cruise to Bermuda.

❧

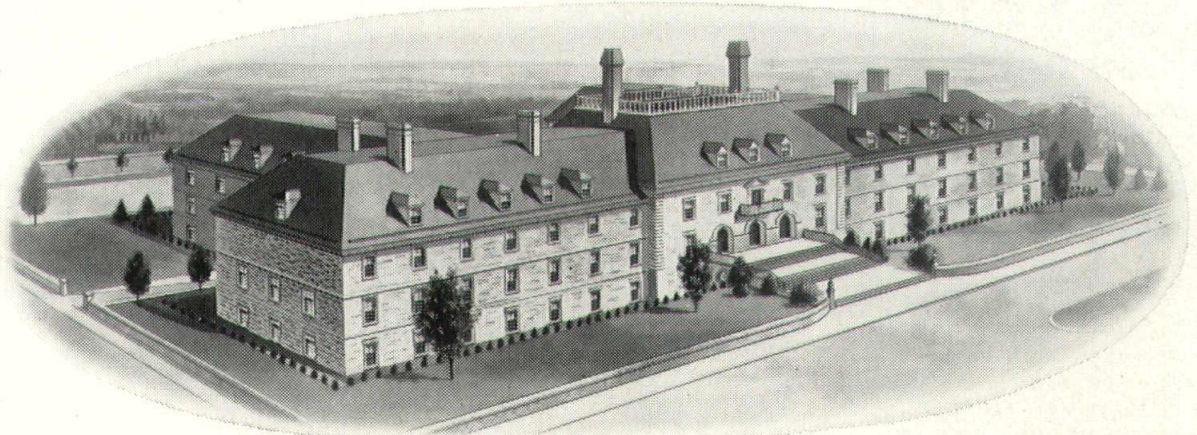
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HANOVER:

"HOME OF FREE AND NOBLE PEOPLE"

by MICHAEL HOUSTON

THOSE of us fortunate enough to live in mid-twentieth century America have become accustomed to the venerable "old timer's" remark—"Well, things aren't like they used to be in my day."

This observation, trite, but true, merely denotes an awareness of progress—an essential ingredient of any successful civilization.

However, it may be interesting to disregard the broad aspects and results of progress and examine, for a moment, the change which it has brought about in Hanover County.

Hanover county's history has, in many ways paralleled the spectacular rise of our own state and great nation. The late Spotswood Keene, former distinguished attorney of Hanover, says this of his county's history:

"The saga of a free people who carved out a home land from the frontier, resisted the tyranny of English oppressors in three bloody conflicts, followed the immortal Lee to Appomattox, rebuilt their fair country from the misfortunes and injustices of the Reconstruction, is the proud story that Hanoverians tell of their native heath."

If then, we are willing to accept the premise that successful progress is essential to successful history, then it may be well to examine Hanover's contributions in light of the past, present and future.

Hanover County, as we know it to-

day was established in 1742. Prior to this time the county had existed as a part of larger political units.

Following a division of Virginia into eight shires in 1634, present day Hanover was a part of the shire—or county—known first as Charles River and later as York County.

In 1654, the upper part of York was established as a new county and was named New Kent.

In 1704, New Kent was divided to form St. Paul's Parish and in 1720 Governor Alexander Spotswood gave approval to a petition making the upper half of St. Paul's Parish a new county called Hanover. This new area included all of the land in the present-day counties of Hanover, Louisa, and a part of Albemarle.

Finally, in 1742, Louisa was formed leaving 512 square miles of land southeast of the division to retain the name Hanover.

Agricultural pursuits have long been the chief interest of Hanover and its people. Even today, though to a lesser degree than years gone by, Hanover is noted for products raised from the soil.

Early records indicate that much of the farming was centered in large estates or plantations. It is interesting to note that in the second half of the 18th century over ten per cent of the county's total area was included in farms owned by five citizens—General Thomas Nelson is reported to have owned three estates comprising a total of 13,-



Michael Houston, who graduated Phi Beta Kappa from Randolph-Macon College and, though born in Richmond, is a Hanover convert now living in Ashland.

646 acres. Many farms about the time of the American Revolution contained from 900 to 5,000 acres.

It is also interesting to note the gradual decline in the size of farms during the years. The 1950 United States Census Report lists the average farm in Hanover at slightly over 100 acres. Then too, following a general national trend, farming activities have declined, particularly in the lower end of the county near Richmond.

This decline is indicated in recent Census Reports. In 1940, about one-half of the county's male working force was engaged in farming pursuits. In 1950 the figure was only about one-fourth.

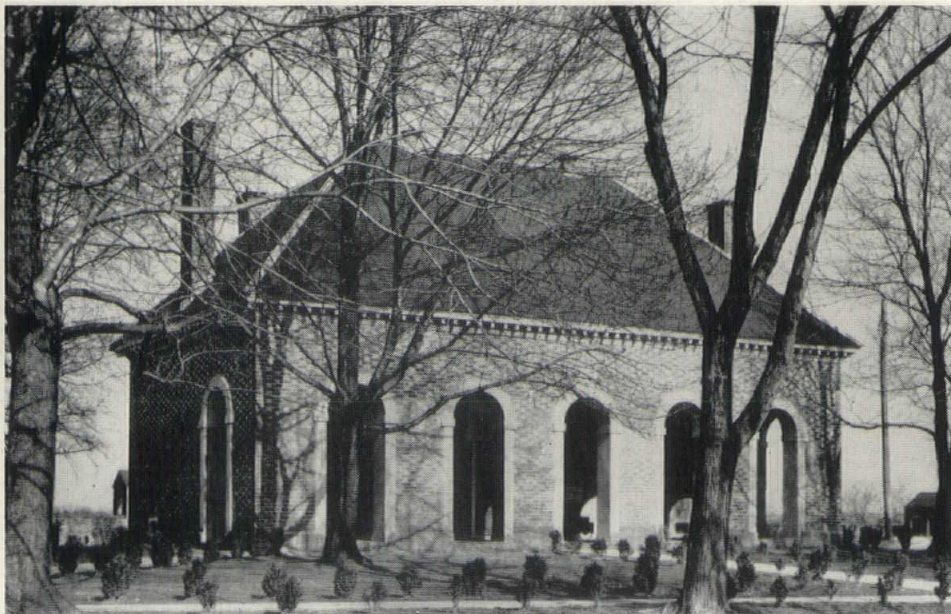
In a discussion of Hanover's history, it may seem that this type of information represents a needless digression. However, it is vital in pointing out the real beginning of a trend in the history of Hanover.

From all indication Hanover stands on the brink of a changing way of life—a change from the rural to the suburban.

During a 50-year period beginning in 1890, the county's population increased only about 1,100. In a 14-year period from 1940 until 1954 the population was up nearly 5,500 to an estimated total of about 23,600.

The general expansion has caused the greatest increase, particularly in the Henry and Ashland districts.

It is quite likely that Hanover will remain for many years famous for its agricultural and lumber products, but observers of the county's progress point out that Hanover stands at the threshold



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of future developments in industry and business.

This is, of course, an over-simplified discussion of the county's economic situation, but one should point out that Hanover stands ready and willing to accept the challenge, as it always has, of a changing world.

Hanover has played a significant role in the history of our country. Native sons have played their part and a roll call of these great and near-great reads like a *Who's Who* of American history. A listing of but a few of these will serve to illustrate—Patrick Henry, Revolutionary patriot, orator, lawyer, and first governor; Henry Clay, Congressman, senator, secretary of state, and lawyer; Captain John Kilby, deck officer on The Bon Homme Richard under John Paul Jones; Lewis Littlepage, one of the most fabulous soldiers of fortune the world has known; Thomas Nelson Page, distinguished American author and ambassador to Italy; Henry Taylor Wickham, attorney, statesman and beloved citizen.

It is also interesting to note that while Hanover has had many famous sons, it has also been able to claim many more by association.

(Continued on page 32)

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HANOVER COUNTY SCHOOLS TODAY

by MARTHA RIIS MOORE



Left, the old Shelbourne Tavern, now used as home economics cottage for Montpelier High School.

TODAY, 236 years after Hanover became a separate county, there are enrolled in her public schools 5,011 children. In January of this year, the 20 school buildings were valued at \$1,-818,256. By September, nearly \$400,000 will have been spent for new school construction or additions.

There are eight white schools, six with high schools associated, with a total enrollment of 847 high school pupils and 2,513 elementary school pupils.

There are 12 Negro schools, one for both elementary and high school students. The great majority are of the one, two and three-room type. The total enrollment is 329 high school and 1,322 elementary school students.

Hanover, like the rest of the South, is deeply concerned over the integration problem.

On April 30 the Board of Supervisors voted to advertize a public hearing on a single unit tax. If this passes, it will be possible to operate schools on a month-to-month basis as money can be doled out to the schools. A public hearing was scheduled for June 4.

On the same date a resolution was tabled which would allow any one of the three magisterial districts to levy an individual capital expenditure tax to meet school building needs. Two of the supervisors voted against the district levy because of the difference in the assessed valuation of the utilities in each district. In Henry District it is \$400,000; in Ashland, \$1,400,000, and in Beaverdam, \$900,000.

The supervisors voted to go along with the school board on a proposed 12 year system. School superintendent David B. Webb announced a ten-day

seminar work shop in June to orient school personnel in the change from an 11-year to a 12-year system.

At the time of this writing, taxpayers, the Hanover County School Board and the Board of Supervisors are waiting for the Virginia Supreme Court to render an opinion in the appeal of the school board from the opinion of Circuit Court Judge Leon M. Bazile in the case of Samuel W. Shelton versus the Hanover County School Board.

On June 2, 1955, Circuit Judge Leon M. Bazile read: "Any expenditure from the proceeds of the bond issue for non-segregated schools is illegal. . . . An injunction will be issued restraining the school board from issuing said bonds or using them for any school purpose."

The Supreme Court may render an opinion about June 18. A million dollar bond issue remains tied up until this decision is rendered.

The ballot on which the issue was voted read "Shall Hanover County contract a loan in an amount of One Million (\$1,000,000.) dollars, and issue bonds therefor in that amount for the purpose of providing funds to supplement state school construction funds for the construction of school improvements in said county for white and Negro school children, including the purchase of sites for school buildings or additions to school buildings, the construction of school buildings or additions to or alterations of existing school buildings and the furnishing and equipping of school buildings or additions to school buildings?"

On April 25 the four attorneys concerned in the suit presented their briefs before the Supreme Court of Virginia.

Robert R. Gwathmey III, former Commonwealth's Attorney for Hanover County, and attorney for the school board stated in his brief that the people of Hanover voted the million dollar bond issue for the construction of school facilities and that the school board was given the right to use its discretion in locating these buildings. Gwathmey said a building cannot be segregated as to race. Melvin Wallinger, Ashland, was employed to assist Gwathmey.

Samuel W. Shelton said the people voted for the bonds when the code of Virginia specified schools must be segregated. He said that after the Supreme Court of the United States gave its decision, the bond issue became invalid. Shelton's contention had been upheld by Bazile. Shelton was assisted by Louis Herrink Jr.

Whatever the outcome of the appeal, the Hanover County School Board has outlined a course of action in a proposal attached to a school construction budget presented to the Board of Supervisors on March 15, 1956.

A balance of \$5,754.80 was reported left from the \$35,000 bond issue money authorized to be sold by mutual agreement.

The proposal reports that in the event the Supreme Court gives a favorable decision to the school board, the \$965,000 in bonds which could then be sold would not be adequate to care for the present school needs. If an unfavorable decision is rendered, there will be no alternative other than to request permission for a new referendum.

It is noted that the sum of \$541,642.71 in school construction funds and

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the following planned expenditures had been approved by the supervisors:

\$110,564.10: Washington and Henry (ten rooms completed 1955)

189,957.60: Henry Clay (eight rooms and cafeteria will be complete by September 1, 1956)

73,758.30: John M. Gandy (six rooms will be complete September 1, 1956)

60,085.20: Battlefield Park (five rooms will be complete September, 1956)

\$434,476.15

107,166.56: allotted to Bethany School. (The school board is in the process of acquiring land for this addition)

\$541,642.71: total school construction funds available.

The above additions represent emergency additions. Since Washington and Henry continues to grow, and an old frame school building is still in use, it may become necessary to place the first and second grades on shifts.

Henry Clay has been on shifts for more than three years. For the same length of time it has been without a cafeteria; the former one was converted into two class rooms. Temporary tin building structures used for almost seven years for the elementary grades will be taken over by the high school freshmen and will make more room in the high school.

John M. Gandy will find its overcrowding relieved by the six new class rooms. It has been on shifts for several years.

Opening a five-room addition at Battlefield Park will remove actual class rooms from the shop, gym and the clinic room.

If land is purchased for Bethany, it will mean the enlargement of one of

the county's most neglected schools.

After six years the school board has recognized and admitted the possibility of adding to existing school plants. Large tracts of land are adjacent to Montpelier and Battlefield schools.

Estimates show that an eastern end high school will cost \$500,000 and a western end high school will cost \$750,000. A much needed eastern end Negro elementary school will cost approximately \$200,000. The purchase of land will cost another \$50,000. Superintendent David B. Webb said the school board has agreed to split the \$750,000 needed for the western end high school on a proportionate enrollment basis in the event there are to be two high schools located in the western end of the county.

If the Supreme Court fails to open the way for the school board to sell the bonds, it is difficult to guess whether the taxpayers and qualified voters will vote another issue into effect.

However the die may be cast after June 18, we believe the school children of Hanover will continue to gain good experiences from the many influences present within the county.

CULTURAL AND CIVIC INTERESTS

One of the most active and honest of these is the weekly paper, the *Herald Progress*. It offers an up to date, unbiased coverage of the news.

The awareness of the people of the county's historical tradition is acutely evident. The Pamunkey Regional Library operates a bookmobile that visits every school including the one-room schools. A trained librarian, Mrs. Dorothy Herrick, goes with the bookmobile to advise the children. A Hanover Concert Series has a popular family membership. The Ashland Theatre group and the Barksdale Memorial Theatre group keep alive the interest in drama. There are also the Women's Clubs, Garden Clubs, Lance & Bridle Club, Kiwanis and Ruritan Clubs and church activities of all denominations.

Randolph-Macon College has a cultural influence on the county. Many students graduating from the local high schools enter this school. A number of its alumni live in the county and attended her public schools.

We have not emphasized here that several of the high schools have outstanding home economics departments. Their students win state and national prizes. We have not referred to the sports programs which seem adequate.

There are 198 teachers assigned to the 20 schools. The salary scale is not as high as Richmond, Henrico and

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Chesterfield. In the past two years increases have been made.

Countless individuals have contributed to the education and ideals of Hanover county. We cannot mention them all but give here two examples.

Walter Hines Page entered Randolph Macon College in 1872 when 18 years of age. He became an outstanding journalist as well as a statesman. It is said of him that he sought "a widening of opportunities for the common man; he pleaded for decent educational facilities for both white and Negro children; and the promotion of scientific, agricultural pursuits, local industries and better roads."

A school teacher who entered her first class room in 1901 and who lived to see the addition of a modern wing at Washington and Henry was Mrs. Pearle Talley Crowe who was actively engaged as a teacher for the greater part of her life. In 1955 she was given a Ruritan service award. She said: "I never worked for reward. I worked for the pleasure of doing and being able to help. I have followed an old quotation: If each of us would live our lives day by day, then the world would be better because we lived in it."

The Walter Hines Page Library on the Randolph-Macon campus not only supplies the needs of students at the college but makes accessible to citizens of this and surrounding areas the best in classical literature, drama and art as well as widely diversified reference books on science, economics, history, modern prose and poetry.

EVOLUTION IN EDUCATION

A tremendous evolution has taken place in this old county since the first public schools were started soon after the close of the War Between the States. Considering the modern buildings, equipment, teachers and curricula, we find them a far cry from the "school in the woods" taught by a gentle little lady, to which came strong mature men work-worn and stiff-fingered to learn to sign their names, and when on Sunday afternoons, the colored children learned to write in the sand around the door.

Education is growth and the urge for "something better than we have had" continues to account for the sacrifice of parents that their children may have the best in educational advantages. I know it can be truly said that the citizens of Hanover want a school system which continues to segregate its white and colored children. There remains here a bulk of citizens of both races who have a feeling of mutual re-

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spect and affection one for the other. This complementing of strength and weakness on the part of both races has brought us in peace and harmony along progressive paths for over 200 years.

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"Gone Are the Days . . ."

(Continued from page 3)

and the neighboring ladies, with the physical help of slaves, managed a night-funeral in a family cemetery. The little cemetery is still there, shrouded in honeysuckle, through no one seems to know precisely which of the graves contains the remains of Stuart's captain. Fortunately the property is owned by Mr. William Newton, descendant of one of the ladies who held a lantern while Latané was buried, and the hallowed spot is preserved—though it would require the resurrection of a Jeb Stuart scout to find it.

In the grim later years of the war, after the gallantry of the be-plumed Stuart's phase had been ground into the dust, the massive hordes of Grant rolled through the Old Church area in the Union general's stubborn determination to end the war before summer passed. The old Cold Harbor Tavern is gone at the cross-roads where the two armies met in the collision of their cavalries, under Fitz Lee and that coarse sadist, Sheridan. But the nearby Gathright House, a Union headquarters during the battle, has been excellently restored and by appointment, is most graciously operated by the Pamunkey Woman's Club. The main battlefield of Cold Harbor, with its facing entrenchments, probably more than any other battlefield in Virginia, calls up the personal immediacy of that savagely fought conflict.

In the same area, the battlefields of the Seven Days Around Richmond are in good shape for the Civil War tourist, though neither well-marked nor with the suggestiveness of Cold Harbor. A non-student needs help, as in those large "You Are Here" illustrative maps with explanations. This is a project. But the whole county is a project, to communicate the past in living terms to a present sorely in need of same.

Clifford Dowd

"From Hanover, Sir . . ."

(Continued from page 5)



Old Fork Church, Hanover County, built 1735.

rayage to the truckers and haulers. The soil and climate of Hanover are conducive to the quick growth of pine trees which means cash!

Men like Joe Johnson, Senior and Junior at Teman; the Corkers at Beaverdam; the Jones family at Montpelier; Cobbs at Elmont; Gilmans at Harrington; S. D. Quarles, Mallorys, Bucks and the Davises at Ashland; Lippos at Doswell and the Bowles Studley, together with many others, smaller in operation perhaps, but no less important to the general economic welfare of the county, are extensively engaged in various forms of wood and lumber business.

Hanover has three good banks which have, for nigh on to half a century, weathered depression and inflation alike and furnish dependable service to her citizens. They are: The Hanover National and The First National Banks at Ashland and the Tri-County Bank, Inc., with branches at Beaverdam, Doswell, Hanover Court House and Mechanicsville.

There is considerable milling business in the county. Three or four notable grist mills come to mind—Old Mulchers on Little River, which has been in continuous operation since just after the Revolutionary War; the Ashland Roller Mills on the South Anna; Crosses Mill on a creek west of Ashland; Beattie's Mill on Matadequin Creek and Glazebrook and Thomases Mill on the Chickahominy. If you like waterground meal (and what Virginians doesn't?), go to one of the mills and your wants will be supplied.

Churches of nearly all denominations are convenient to the people and schools are in every section of the county with an adequate transportation system for the children of both races. At the

moment, the newest and most structurally modern school is the Negro High School at Ashland which in all its educational phases does for its people work on a par with that done in any of the white schools.

Recreation-wise, hunting and fishing are superb in Hanover. Many ponds and streams are stocked with fish for the angler and there are deer, turkey, partridge, a few pheasant and doves to be found in the woods and fields and hares on the ditch banks—all watched over zealously by Mr. W. S. Harris, the game warden and a most pleasant personality.

THE ARISTOCRATIC HOUNDS

Hanover has hounds and hunting. Many a night the woods resound with the cry of the pack and on a misty morning many a sleeper is awakened by the sound of the horn and the huntsman's cheer. The hounds are the real aristocrats. The lineage of many can be traced accurately for over a century. One pack that I know of had ancestors who followed their master from First Manassas to Appomattox.

There is now underway a movement to establish a country club and golf course, and there are mint beds in many Hanover house yards and julep cups in the houses.

There are doctors, lawyers and all kinds of service industries in Hanover. The merchants are the modern counterparts of those who ran the famous country stores of the last century but, due to automobiles and good roads which have made easy access to larger shopping centers, their services are not as general as they once were. Still they render a valuable service to their community, and their contribution to the economy of the county is considerable.

In this connection, the automobile industry is no small business in Hanover for she, like the rest of the world, is on wheels day and night.

Two men especially in the county deserve mention in this field. J. N. Luck of Ashland changed a livery stable into an automobile business and,

before his death, was one of the leading Chevrolet dealers in Virginia. His good work is being carried on now by his son, J. F. Luck. Burley P. Loving of Ashland came there from his father's farm and, by hard work, has become a great Ford distributor, both of cars and farm equipment. Incidentally, he has done more to change the face of his adopted town for the better than any man of his generation. There are also agencies for Ford, Chevrolet, Buick and Plymouth in other parts of the county, all contributing to her economic growth.

Hanover's economy is based primarily upon the character of her people who are as confident of her future as they are proud of her past and thankful for her present. If you ask one of her citizens what county he is from, he is apt to answer reverently, "From Hanover, Sir, God Bless her!"



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HANOVER: "HOME OF FREE AND NOBLE PEOPLE"

(Continued from page 26)

Randolph-Macon College, America's oldest Methodist-related college, was moved to Ashland from its original location in Boydton, Mecklenburg County, in 1868.

The college has produced great Americans for the past 125 years. Many of these men, although not of native stock, have reflected glory on the county.

One needs only to mention Dr. Robert Emory Blackwell who was associated with Randolph-Macon for nearly 76 years as student, teacher and president. He served as head of the Ashland college for 44 years and during that time established himself as a leader in Southern education.

It is not an easy thing to report the history of a great county like Hanover in a few short paragraphs.

Needless to say, Hanover has played its role well—loyal sons have answered the call to arms in five wars.

Twice during its existence, Hanover has been invaded by enemy forces—British troops traversed the county during the Revolution, including sorties by Colonel Tarleton, "Hell's own Crusader," and Cornwallis' pursuit of

Lafayette in 1781.

Hanover was in the midst of some of the heaviest fighting during the Civil War and one of the bloodiest battles of the conflict took place at Cold Harbor. It was here that Grant lost over 7,000 men in one 20-minute stage of the battle.

It has been indicated earlier that Hanover stands ready to meet the challenge of a new day. Past history stands ever ready to affirm the ability of the county to meet any situation. Perhaps Mr. Keene best summed up the prospects for the future:

"Today Hanoverians are a happy contented lot. Their glorious past, the struggles and conquests of an earlier period, all re-affirm their faith in the future and destiny of their beloved county. And as a spur to their conscience, this glorious heritage urges them onward to meet the pressing problems of a new day with impartiality, courage and strength to the end that their ancient county shall continue the home of a free and noble people."

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(Continued from page 7)



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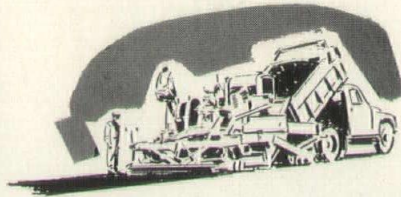
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Prior to the location of these plants around the state, asphalts were used mostly for very thin surface wearing courses. Today, the mixture of aggregates and asphalts are used extensively for base courses and surface courses.



Forrer, whose job admittedly is to promote the use of asphalt paving, has this to say about the product, "Smooth riding qualities, low construction and maintenance costs make these materials ideal for all highway work. Other advantages are the fact that often local materials may be used in the mixtures."

One of the prime objectives of Forrer in behalf of his members at the present time is in connection with the Richmond-Petersburg toll road. He would like to see a lot of "black top" in that particular project.

Forrer, like his business and business associates, is a traveling man. He talks to the Highway Department, the Bureau of Public Roads and to city street departments around the state promoting the merits of his product.

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As graphic evidence of the increase in the use of asphalt one need only look at Virginia routes 1, 11, 250, 301, 29, 360 and many other heavy-duty roads that are either built or resurfaced with asphaltic concretes. There are more than 2,000 miles of roads in the state primary system paved with the material, Forrer said.

More and more use is being made of asphalt in the large parking areas of the country's expanding suburban shopping centers.

Turnpikes are being built and asphalt is covering its share. In 1954, more than 25 million vehicles traveled the asphalt-paved lanes of the New Jersey Turnpike. That is just one example.

Yes, it would indeed seem that vicious circles are among the best to be traveling in these days.

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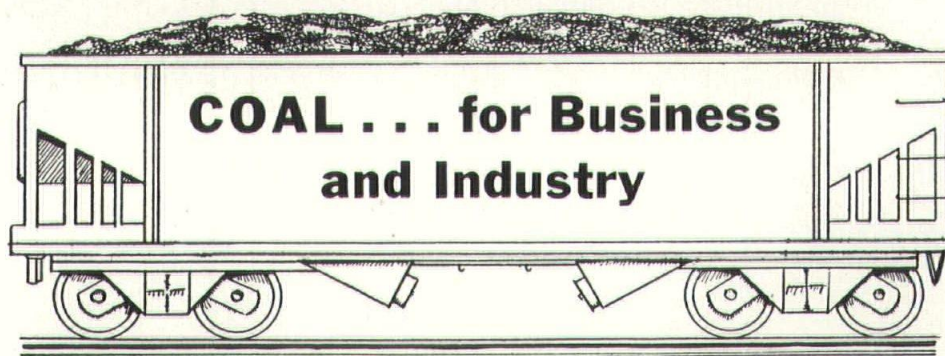
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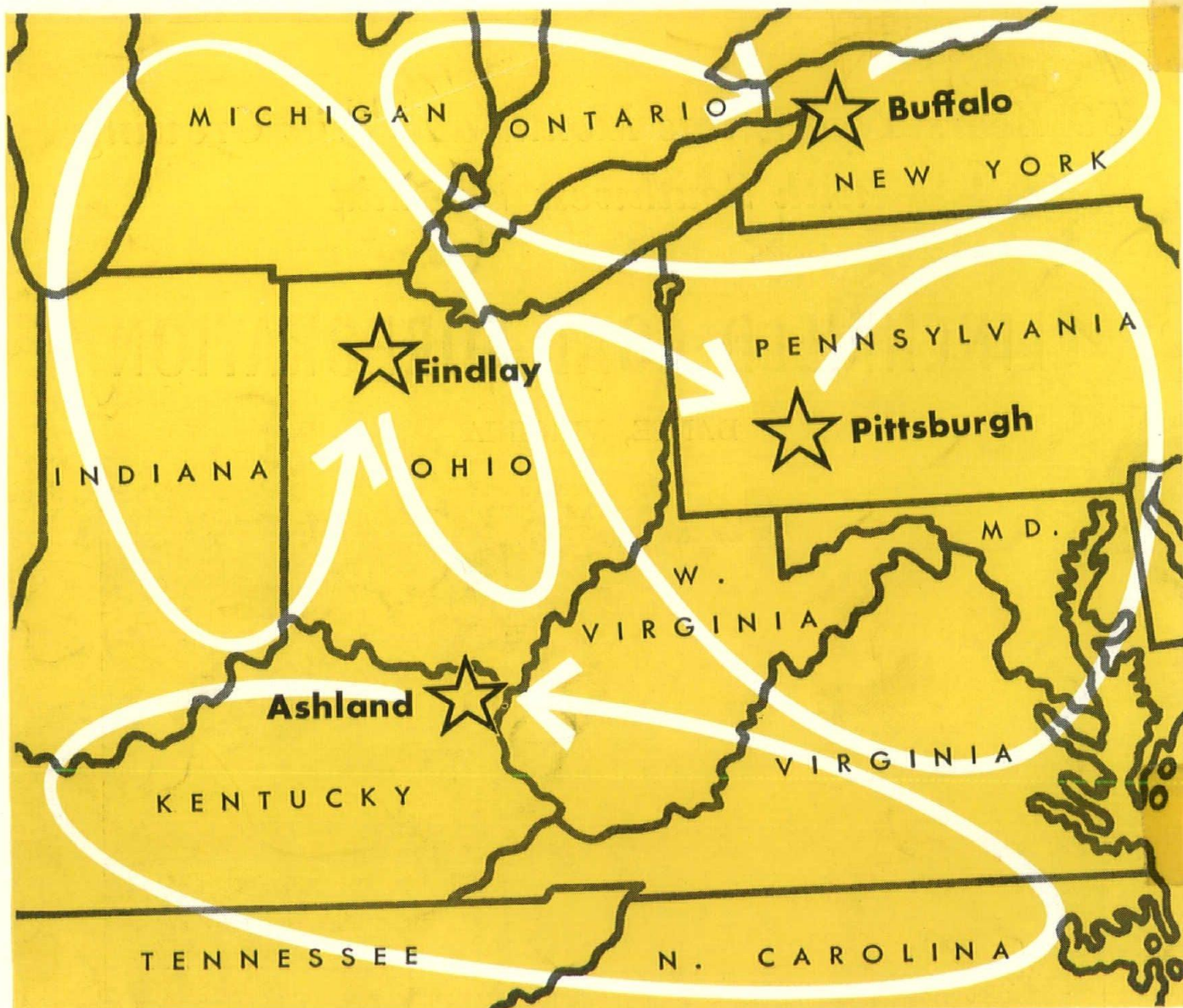
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