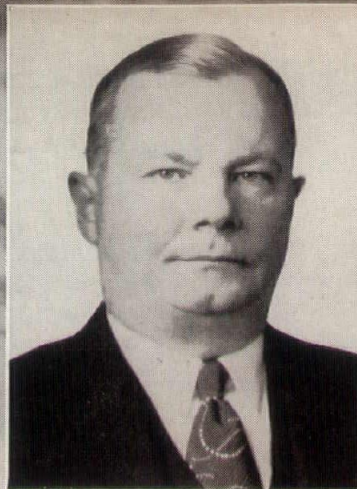


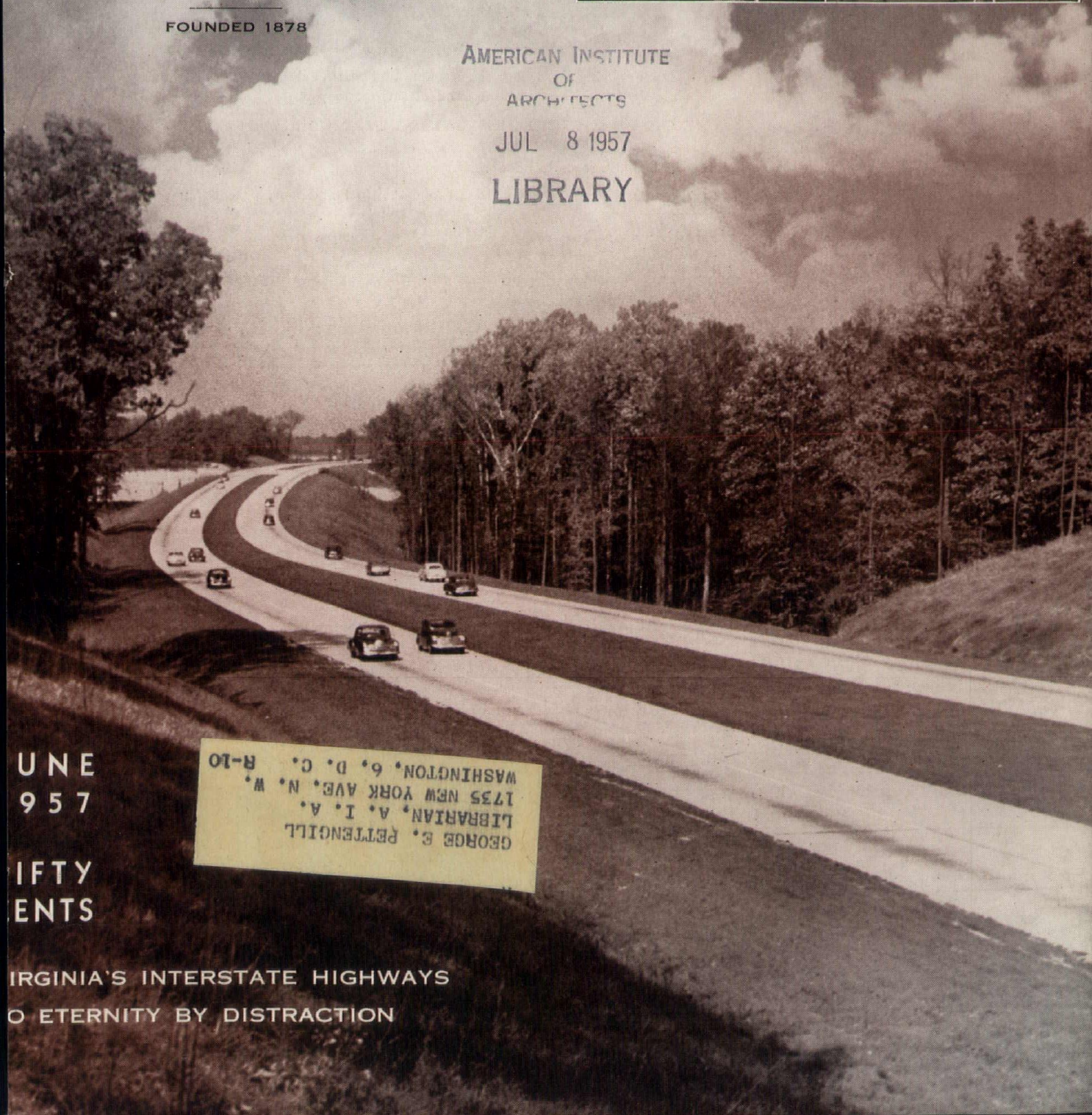
# Virginia RECORD



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IRGINIA'S INTERSTATE HIGHWAYS  
TO ETERNITY BY DISTRACTION



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VOLUME LXXIX

JUNE 1957

NUMBER SIX

# The Symbol of the Heritage

THE RECENT CONTROVERSY created by Montgomery and Eisenhower in their criticisms of Lee at Gettysburg indicates more than the instinctive defense of an idol by the Southern people. For was the furor caused because the chief derogations came from an outsider, General Montgomery. Shortly after the Civil War, Lieutenant-General James Longstreet became the center of a controversy because he subjected Lee's generalship at Gettysburg to harsh criticism.

Actually, the Battle of Gettysburg was not representative of Lee's genius, and the assault he ordered on the third day, the so-called "Pickett's Charge," was of questionable wisdom. But the point of Gettysburg in regards to Lee was that it reflected the nobility of his character in the face of failures in his command, which caused a battle to be fought along lines that made it impossible for the commanding-general to look at his best. What the former confederates resented about Longstreet and what the present-day Southerner resents about Montgomery is that these self-appointed critics judged Lee out of the context of the conditions under which he was forced to operate.

On the way northward, Lee was aided by Jeb Stuart, on whom he depended for information of the enemy. The cavalry leader, in a vainglorious posture, rode around the Federal army, with the tragic result that the enemy was placed between Lee and his own cavalry. Lee was forced to push his infantry through the mountain passes in order to discover where the Federal army was and what it was up to. In consequence, the two armies collided, and, against Lee's specific orders a

battle developed which bore no relation whatsoever to Lee's plans.

Yet, as a mark of his greatness, once he found part of his army involved in a general engagement in a country strange to him, he extemporized tactics which transformed the fluid fighting into a pattern of victory. All that needed to complete a decisive victory of great proportions was for General Ewell to follow orders, press on through the town and take the hill which, rising sharply southward from Gettysburg, offered a sanctuary to the broken Federal units. Dick Ewell, "Old Baldhead" as he was called, the successor of the great Jackson, was facing his first major test as a corps commander. Under the new responsibility, his will failed him, and Ewell remained immobilized for four daylight hours while Lee waited for the attack that never came.

With no repining nor reproaches, Lee planned for the second day to salvage the victory lost by Ewell's curious inaction. On that day he was failed again, that day by Longstreet. The usually stolid Longstreet had become unsettled in his ambition to replace Stonewall Jackson in the esteem of the army and the country, and he wanted to fight on the defensive tactics that revealed his own strengths. Unable to impose his will on Lee, Longstreet conducted his operations in the self-imposed stupidity of a person determined to follow the letter of his instructions regardless of the conditions. The result was a badly mismanaged assault. However, the troops almost succeeded in carrying the enemy's position despite Longstreet.

Again the commanding-general made no complaints, but by then, under the mask of his self-control, he had grown desperate at watching his soldiers win the fighting and have the victory snatched from them by failure in command. Exhausted with worry and physically ill from the prolonged strain, in his urgent need to force a decision he placed his faith in the soldiers on the third day. Whether or not a well-organized assault possessed the potential of success on the third day will remain a question. But the third day assault was delivered without proper coordination amongst the various generals and, as Pickett's charge was actually made, it contained no potential for success.

Lee, after being failed by subordinates for three days, and having the battle brought on against his wishes by the failure of his usually dependable cavalry leader, still said, "It is all my fault." Lee was an intelligent man and probably the best soldier on the continent, and he certainly did not believe that Gettysburg was all his fault. One of his thoughtful young cannoners, David McIntosh, thought that Lee said those words to his soldiers returning from the unsuccessful assault in order to calm them and prevent demoralization from spreading. His physical presence and his magnanimity in accepting the blame did restore order, and General Meade later testified that he observed "no demoralization" in the line Lee presented after the failure of the final attack.

These newest critics of Lee, however,  
(Continued on page 33)

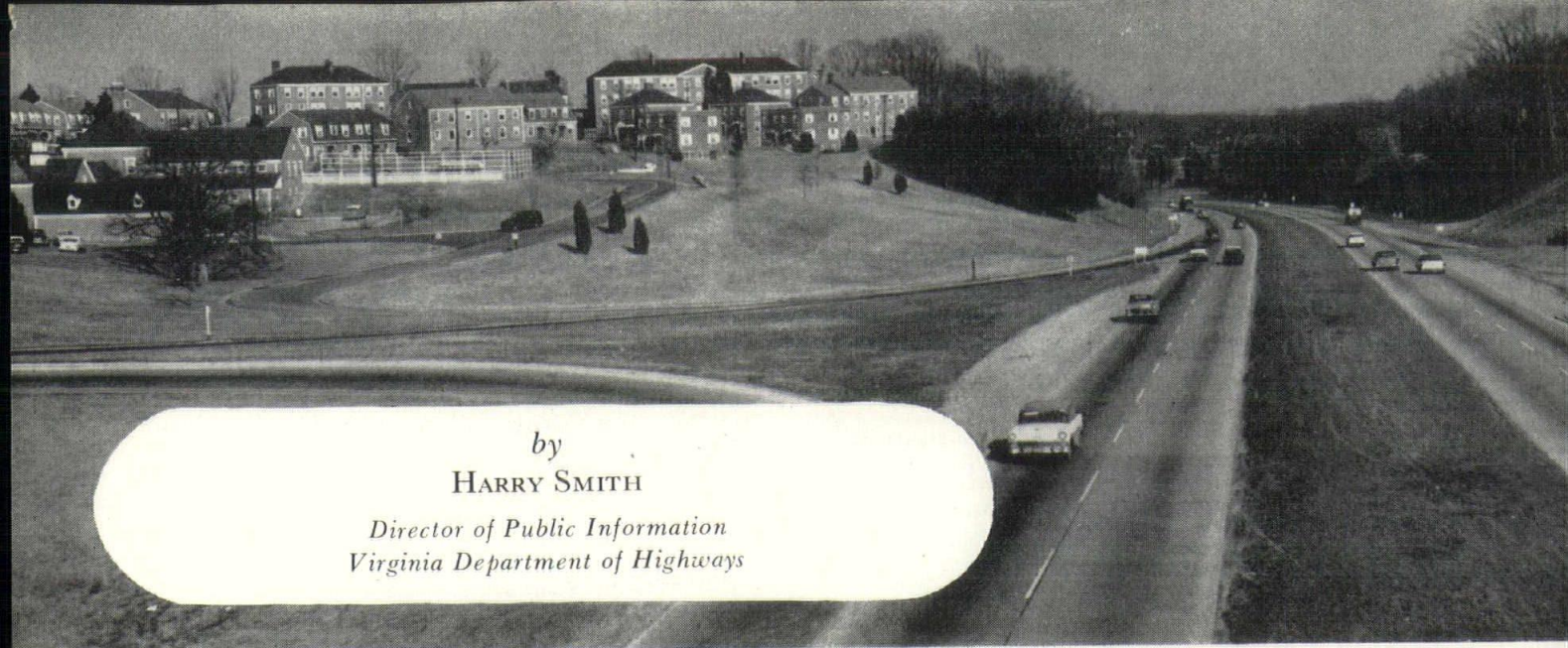
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### COVER NOTE

Inset on the cover photograph of the Shirley Highway, a part of the interstate highway system, are pictures of two gentlemen who are shouldering an increasingly complex program of highway planning and travel. To the left is James A. Anderson, State Highway Commissioner, (Foster Studio photo), and to the right is Chester H. Lamb, Commissioner of the Division of Motor Vehicles, (Dementi Studio Photo). For story of Virginia's part in the federal interstate highway system, see page 4 of this issue.

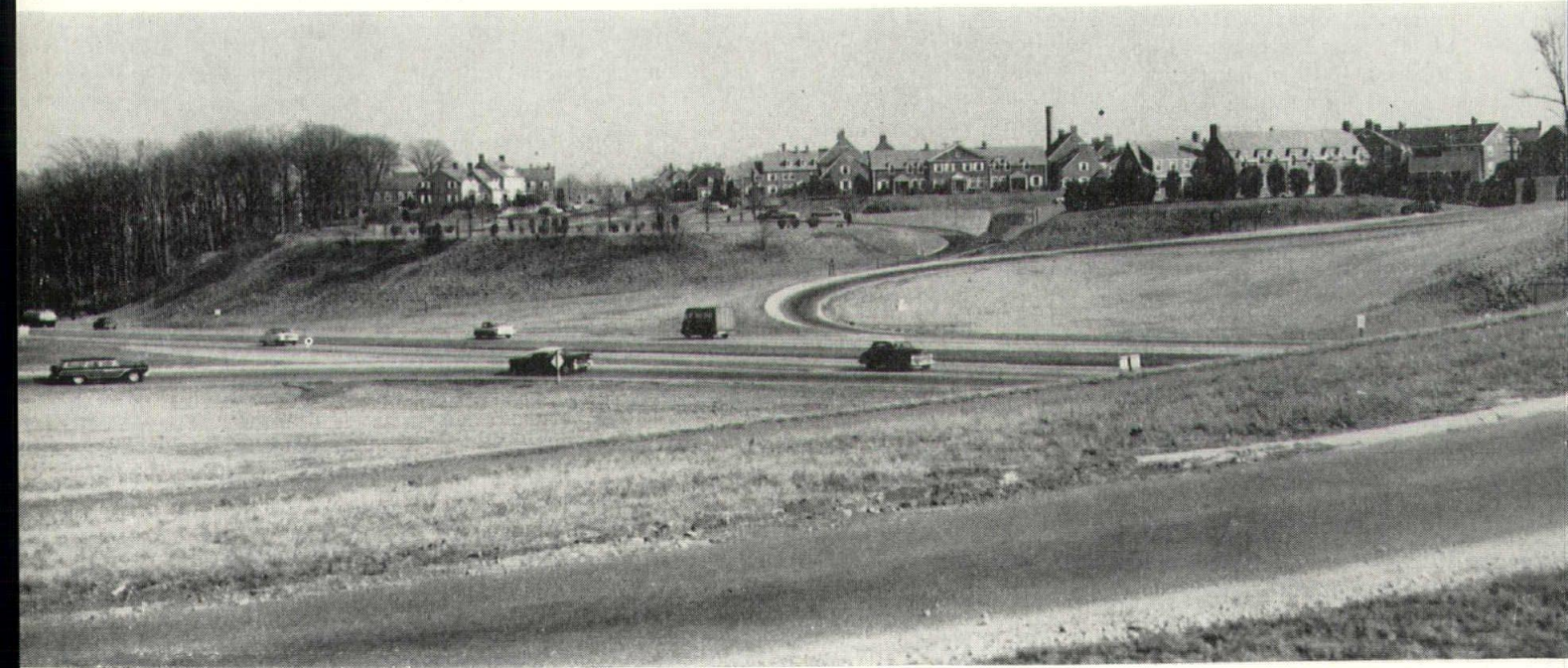




by  
HARRY SMITH  
*Director of Public Information  
Virginia Department of Highways*

# VIRGINIA'S INTERSTATE HIGHWAYS

*US Route 350 (Shirley Highway) between Woodbridge and Alexandria is Virginia's most modern road and embodies many controlled access features that will be used for new interstate routes. Photos show traffic using the main highway and connecting roads that carry vehicles to and from business and residential areas nearby.*





**A** NEW CHAPTER in the history of highway development in Virginia has begun with construction of the first interstate project to be financed in accordance with provisions of the 1956 federal highway act.

Beginning of construction on the first section of a by-pass of Emporia on US Route 301 in Greenville county signals the start of a gigantic program which, when completed, will help solve some problems that once appeared innumerable — traffic congestion, driving hazards, economic loss and a rising accident death rate on major through highways.

When the 15-year interstate program is completed, a motorist will be able to take his car over a nation-wide network of 41,000 miles of the best and safest highways ever built.

The federal act was a realistic approach to two basic facts: the need for an integrated national defense highway system and the inability of the states to provide such a network with their own resources. To help solve the latter problem, the act provides that the federal government will put up 90 per cent of the funds for construction of interstate roads and the states must pay the remaining 10 per cent. Regular federal aid to the primary, secondary and urban systems will be matched on a 50-50 basis as at present. Control over the interstate system, as well as other highways, will remain with the states.

"The new highway program," says Highway Commissioner James A. Anderson, "opens the way for effective, realistic long-range planning by communities. Business and industrial leaders can and should take an active part in highway planning. It is much more than a public works project: it will go down in history as one of the greatest economic influences of our time.

"If we are to go ahead with this program," the Highway Commissioner added, "we must have public understanding, public support and public approval. Without strong public opinion all up and down the line, problems of this scope and complexity cannot be handled.

"The nationwide network of super-highways," General Anderson added, "is revolutionary in concept. New freedom and new speed will be given to the movement of goods and people. For the first time in highway building we are trying to look into the future. This interstate system is to be designed and constructed for the traffic of 1975, when it is expected that there will be more than 90 million motor vehicles on our highways."

In Virginia, 1,012 miles will be built

*tell the Virginia Story*

as part of this system of highways, which are basic defense arteries that in time of emergency could be used to carry men and equipment where they are needed for the defense of the nation. Strict design standards have been set by the federal government and the states for construction of these highways. Traffic lanes are to be at least 12 feet wide, shoulders 10 feet wide, and medians (divider strips between main traffic lanes) will vary from eight to 36 feet. Control of access, which is mandatory, is one of the key features of the interstate program.

Control of access, a relatively new term in highway design, means that vehicles are permitted to enter main traffic lanes only at specified control points, by means of safe and efficient feeder roads.

Safety is one of the key elements in the new highway program. Controlled-

access roads have been proven more efficient and safer in studies made by national safety organizations. It has been estimated that when the national interstate system is completed, about 3,500 lives a year can be saved.

The new interstate routes will have no service facilities, except rest areas, for motorists. There will be no businesses such as restaurants, service stations and motels to compete with establishments already on existing highways. Motorists will have to leave interstate highways to eat and sleep, or to buy gasoline and oil.

Controlled-access, which assures the permanence of a road, was specified for the national interstate network when Congress passed the federal aid highway act in 1956. The standards, which were recommended by the American Association of State Highway Officials and approved by the U. S. Bureau of



*George P. Coleman Memorial Bridge.*



Public Roads, must be met before a state can qualify for its share of interstate money.

The standards set for the interstate routes were considered necessary because of today's highways, with heavy traffic and extensive commercial development, breed accidents and cause delay and congestion, that cost the motorist time and money. As commercial development has increased, many main highways have reached the point where they cannot carry the traffic using them. A controlled-access highway with the same number of lanes of the same width can carry up to twice as many vehicles as a road on which access is not controlled.

In addition to the all-important safety features of controlled-access roads, engineers point out, there are economic considerations that are essential elements in the program. The elimination of frequent stops and delays caused by traffic jams means money saved by highway users. Lower accident rates are reflected in reduced insurance

costs.

Highway engineers say the overall benefit of a network of adequate roads will be tremendous. Experience in states that have built turnpikes and freeways has shown that good roads increase land values and aid in the development of industry.

Engineers now are engaged in making location studies along hundreds of miles of interstate roads throughout Virginia. As required by the federal highway act, hearings have been held on more than a dozen projects to acquaint the public with the general locations proposed for the routes. Additional hearings on other projects will be scheduled as studies are advanced.

In this vast interstate program, 19 projects totaling 282 miles have been given priority by the Highway Commission and engineers have been given the green light to go ahead with the preparation of plans, detailed location studies, and other preliminary work.

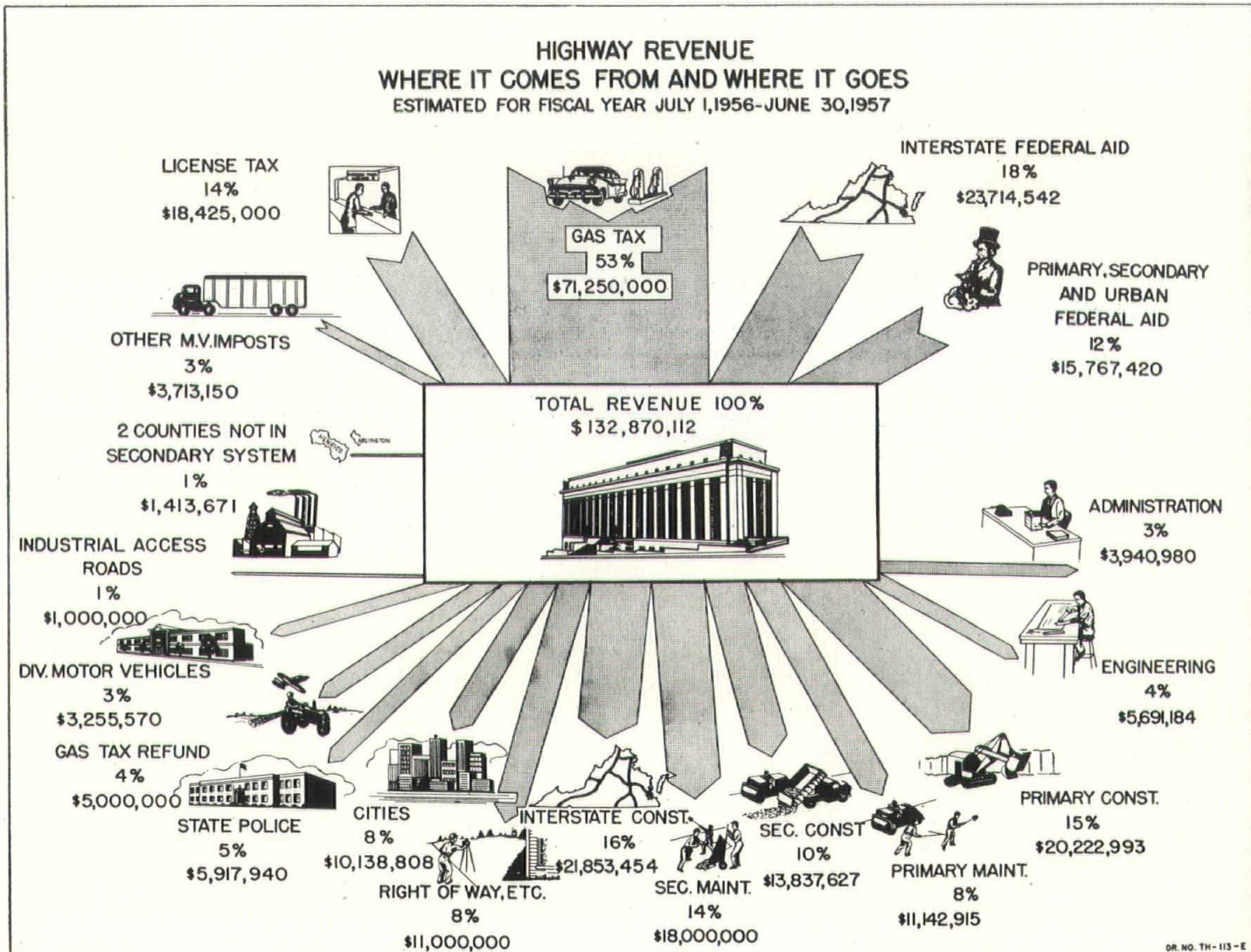
The projects, which are considered to be among the most urgently needed improvements on the 1,012-mile inter-

state network throughout the state, will be the first to be started as a result of the 1956 federal highway act which will make an estimated \$98,600,000 available to Virginia during the next three fiscal years. Over the 13 years of the federal program, the state's share of the interstate money is expected to be about \$800,000,000.

Engineers stress the fact that the interstate program is a long-range undertaking and that where it is not possible to follow existing routes new location can be determined only after detailed studies are made. The federal highway act also requires that public hearing be held as plans are developed for such projects.

Besides the Emporia bypass the priority projects also include a new facility, a 22-mile Washington circumferential route in Virginia, that would help serve traffic needs in the congested area adjacent to the District of Columbia. The southern terminus of the route will be at Alexandria, Jus

(Continued on page 31)





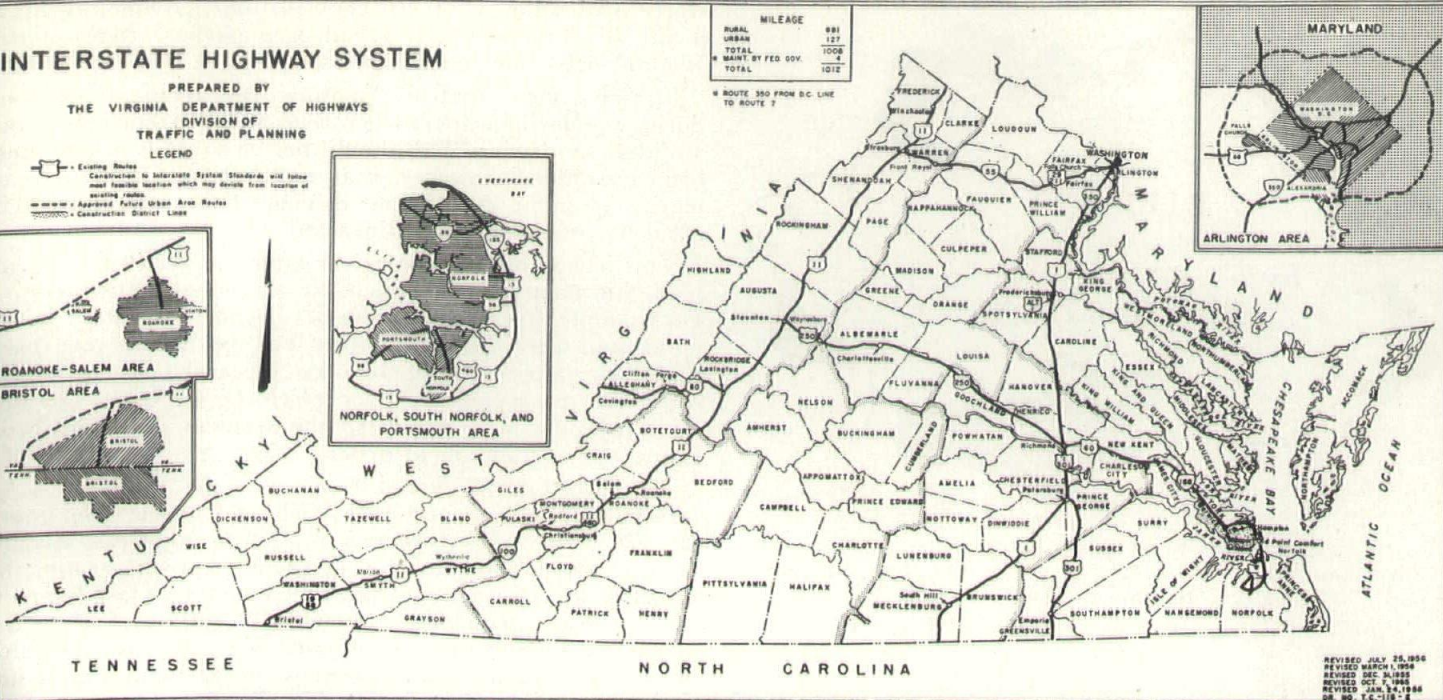
# INTERSTATE HIGHWAY SYSTEM

PREPARED BY  
THE VIRGINIA DEPARTMENT OF HIGHWAYS  
DIVISION OF  
TRAFFIC AND PLANNING

LEGEND  
 - Existing Routes  
 - Construction to Interstate System Standards will follow  
 - Construction to Interstate System Standards which will follow  
 - Existing Routes  
 - Approved Future Urban Area Routes  
 - Construction District Lines

MILEAGE	881
RURAL	127
URBAN	754
TOTAL	1008
MAINT BY FED. GOV.	7
TOTAL	1012

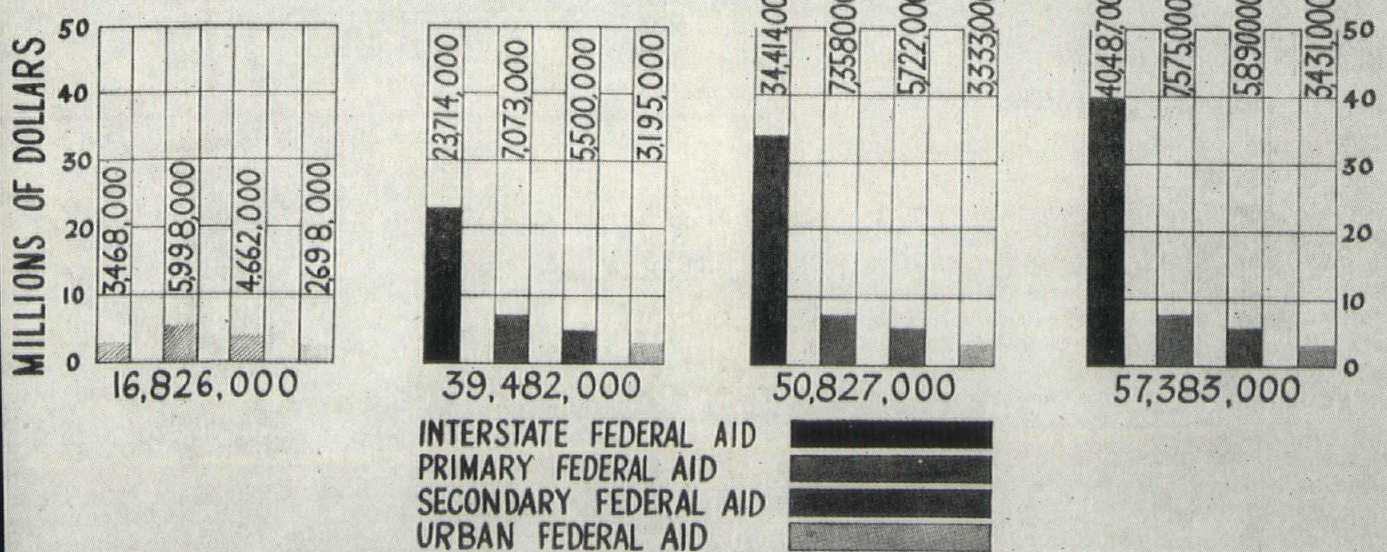
\* ROUTE 380 FROM D.C. LINE TO ROUTE 7



REVISED JULY 28, 1956  
 REVISED MARCH 1, 1954  
 REVISED DEC 31, 1953  
 REVISED OCT 7, 1949  
 REVISED JAN 24, 1948  
 28-50-14-111-1

## VIRGINIA'S SHARE OF FEDERAL HIGHWAY FUNDS

LAST YEAR 1955-56      NEXT 1956-57      THREE YEARS 1957-58      YEARS 1958-59



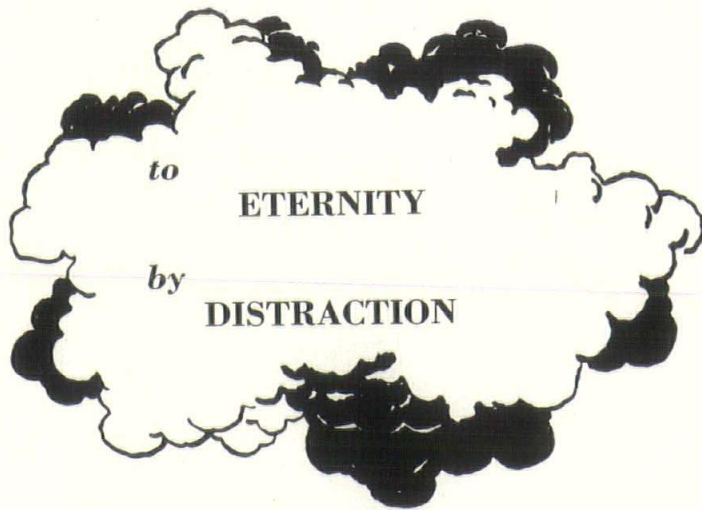
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by V. C. SHORTT  
 Chief License Examiner  
 Virginia Division of Motor Vehicles

**I**N OUR TESTING of applicants for Driver's Licenses, we have some thirty items on the back of the sheet to observe during the test. Items such as "Backing," "Right of Way," "Following," "Traffic Lights," "Lanes," "Turns," etc., are included. Of course, not all of these items will be checked on everyone tested due to the different areas in which the testing will be done. However, on all tests the basic items of all operation are checked, and as nearly as possible, the License Examiner evaluates the driving abilities of the applicants and makes a decision as to whether they are safe or unsafe drivers at the time.

One of these items on the back of the sheet mentioned above is "Distraction" and to me it rates high among the important things that License Examiners should observe during the test; if for no other reason than to inform the Driver.

It is very difficult to fail the applicant on this item alone. It is obvious that the driver is more attentive during his test than at any time when driving an automobile. Very few drivers, and a large majority of the ones tested are new drivers, are involved in accidents during their road tests.

License Examiners ride with this type of individual every day, but are unable to single them out because they give all of their attention to the operation of their vehicle during the test. All drivers have some type of weakness; if it isn't "Distraction" then it is one of several eccentricities which go into the make-up of the individual. The enforcement officer looks for the drivers who press too hard on the gas pedal; the psychiatrist for the drivers who become emotionally upset or mentally unbalanced; the hearings officer for the drivers with a bad record; and the educators and instructors try to instill knowledge and skill in the drivers.

Safety organizations and insurance companies concentrate upon safety campaigns and slogans to further impress the driver with the necessity for safe operation at all times. These checks are all good and conducive to safety on the highways. But how much safer would they be if each driver would give his attention to every day driving in the same manner in which he did while being tested.

What is "Distraction"? Webster says it is the drawing away or diverting attention, bewilderment, mental confusion and madness. Most people associate "Distraction" with the

word inattention in their conversation. Oftimes I have heard this statement: "If I had been paying attention this wouldn't have happened."

Statistics show that the majority of accidents happen during the daylight hours when road and weather conditions are ideal for driving. This should not be so. It is under these ideal conditions, however, that most drivers become inattentive or unmindful of their driving. This state of mind is often the result of being distracted.

Now let us consider the driver after the accident to evaluate this mental state which we define as "Distraction." For example, the accident does not become important in his mind until after the crash—then it is too late to turn back the clock. Afterwards he sees his mistakes and as he reconstructs the events that took place, he knows in his own mind he could have prevented the accident if he had been giving 100% attention to driving.

The "Distraction" could have been the result of some personal or business problem which had arisen, you might say, last week or last year and recalled to mind two seconds or five seconds before the accident. Applying here the yardstick of "Distraction," the accident didn't just happen rather it was a sequence of previous "mental events" in the subconscious mind that precipitated the crash. Remove this state of "Distraction" and perhaps the accident would not have taken place.

The accident report blank provides space for the driver to give a description of what happened. In this connection when taking several examples of statements made by drivers, time and again we encounter this statement: "First saw the other automobile about 75 feet in front of my car. Unable to stop."

Many people are inclined to think that speed causes all accidents. I am sure it doesn't. Of course, I agree that speed is the number one killer, but when drivers are distracted or inattentive, such an attitude contributes to speeding, and then too, we have the factor that drivers overtax their physical and mental limitations, which often brings about the mental state of "Distraction."

(Continued on page 29)

#### ABOUT THE AUTHOR



● V. C. SHORTT, Chief License Examiner, to go back a few years, completed what is now Pound High School, Wise County in 1941. After graduation, he secured employment with Hercules Powder Company until December 1942. Entered the Army January 1943, served with 13th Air Force Ordnance Demolition in China, Burma, and India Theater. He holds two battle stars and five ribbons. He was discharged in 1946. He was first employed as License Examiner for D. M. V. and stationed in Harrisonburg, Virginia. He remained there

approximately one year. Following this he was made an Inspector for the Division and stationed at Lebanon; and later at Lexington and Staunton. He was promoted to Chief License Examiner in June 1951.

Mr. Shortt graduated from the Traffic Institute of Northwestern University in 1955. He is married and has one son. He now resides at 603 Pulaski Avenue, Richmond, Virginia.



# VIRGINIA BUSINESS REVIEW

by ROSEWELL PAGE, JR.

**BRISTOL BUSINESS BOOMING** . . . In a recent interview conducted by James Baxley (Editor, *Bristol Herald-Courier*) with Eugene Worrell, Bristol Chamber of Commerce president, the Bristol area business outlook was painted in glowing colors. Present industrial expansion was estimated at between five and seven million dollars with an employment increase of from 2500 and 3000 the outlook in the next 12 to 18 months. Recent retail business has greatly increased to advance Bristol 24 places now ranking it 101 among the nation's metropolitan market areas.

**PRINCESS ANN PROJECT** . . . A giant farmers' market and auction is being planned in Princess Anne County. To cover 70,000 square feet, the building is described as the largest for commercial use in Virginia, will be located at Virginia Beach Boulevard and Glen Rock Road and estimated cost is reported to run around \$500,000.

**IN THE NEWS.** . . . **John L. Smith**, formerly of Halifax County, recently elected cashier of the Union Bank and Trust Company at Amelia according to **G. Dickerson**, vice president of the bank. . . . **Andrew C. Britton**, vice president (Manufacturing) Philip Morris, Inc., announces the promotion of **Loyal H. Davis** from Director of Quality Control to Staff Assistant. Mr. Davis is succeeded by **Robert C. Leiser** who moves up from Manager of Quality Control and Mr. Leiser is in turn succeeded by his former assistant, **Robert B. Rottman**. . . . **George W. Mumford, Jr.** was recently given the "Keyman Award" for 1956 by the Hopewell Junior Chamber of Commerce. Presentation was made by **Dodson Barineau**, president of the organization. . . . **Eugene L. Emory**, 24 years in the meat-packing industry, has been promoted from salesman to sales manager for P. D. Gwaltney, Jr. & Co. of Smithfield and will head a 15-man staff according to Gwaltney's president, **Howard Gwaltney**. . . . **Hon. Baldwin G. Locher**, Glasgow, was recently elected to the Board of Directors of the Virginia Chamber of Commerce at its recent annual meeting held in Richmond. . . . **Ralph Walker** is the new plant head for Chesapeake & Potomac Telephone Company in Bedford succeeding **John W. Bowles** who has been transferred to a similar position at

Midlothian. . . . **A. R. Spreen**, president of Southern Steel and Stove Company, Richmond, announces the promotion from factory manager to director of operations of **Francis M. Sprinkel**. Mr. Sprinkel will also handle industrial relations, finance and planning for the company. **Louis D. Brink**, formerly with Old Dominion Iron and Steel, succeeds Mr. Sprinkel as factory manager. . . . **James Morano** of Richmond, manager of the Fireman's Fund Insurance Group succeeds **Robert Bur-**

ton, special agent for the Hartford Accident and Indemnity Company, as president of the Virginia Casualty and Surety Association. . . . Virginia Advertising, Inc., Waynesboro, through its president, **E. M. Quillen**, announces that **V. Francis Reynolds** has been named general manager. Mr. Reynolds returns to Waynesboro from Houlton, Maine where for the past two years he has been production manager of the *Houlton Pioneer Times*. . . . Veteran  
(Continued on page 21)



## JAMESTOWN FESTIVAL OFFICIALS RECEIVE ESSO MAPS ARTWORK

Receiving framed paintings of the original art work used in preparation of Jamestown Festival maps and guides at a joint meeting of The Virginia 350th Anniversary Commission and The Jamestown-Williamsburg-Yorktown Celebration Commission were Robert V. Hatcher and Lewis A. McMurrin, Jr. Hatcher, (2nd from left) Chairman of the Jamestown-Williamsburg-Yorktown Commission, and McMurrin, (3rd from left) Chairman of the Virginia 350th Anniversary Commission, accepted the paintings. Making presentations were Robert O. Goodykoontz, (left) Assistant General Manager of Marketing, Esso Standard Oil Company, New York, and Roy E. McDaniel, (right) Esso Manager for Virginia and West Virginia.



by

VIRGINIA WALLER DAVIS

# HISTORY IN A CAPSULE



Artist's conception of the three little ships and their Shallop.

**A**N AMERICAN industry was born on a sandy beach at Cape Henry, in April, 1607.

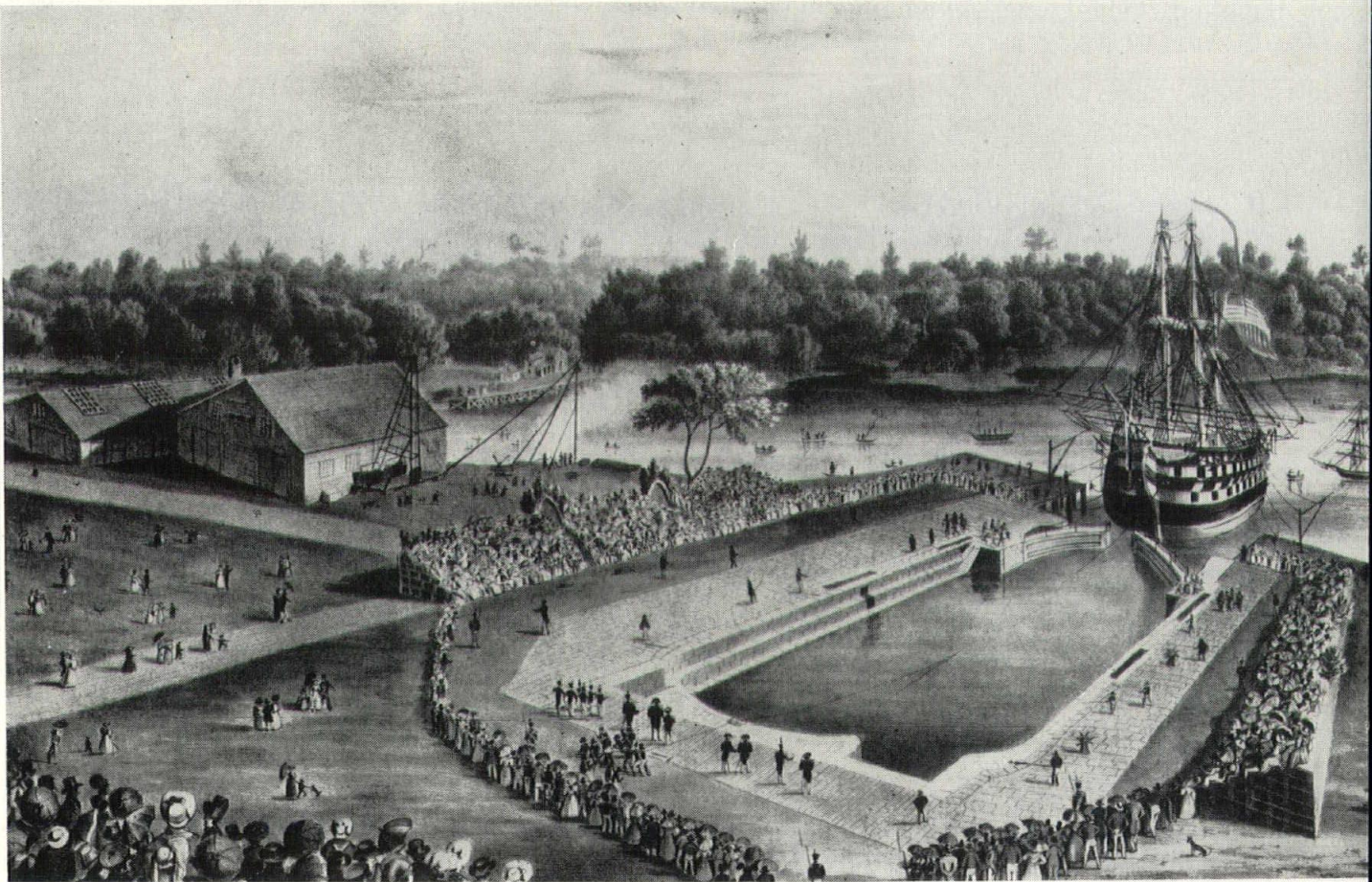
Three little ships, so recently storm-tossed, rocked gently at anchor under blue skies. Then, on "the seven and twentieth day," men destined to be the first permanent English settlers in

America, went ashore and set about the job "to build up our Shallop."

Designed for river exploring and rigged for sail or oars, this boat, say historians was the *first colonial vessel built on English-American soil*, trail-blazer of a mammoth industry.

The next day "we launched our

Shallop" and hardly had she hit the waves before "The Captains and some Gentlemen went in her and discovered up the Bay. . . ." They found a river (the Lynnhaven), too shallow "for any boats to swim" . . . and oysters newly roasted; they explored the Bay (Chesapeake) and "were lost in wonder"



America's first drydock during christening ceremonies at Gosport, June 17, 1833. The U.S.S. Delaware is shown entering the stone drydock. Sketch by J. G. Bruff. Official U.S. Navy Photo. (Released)



Finally, to their joy they spied a point of land and found a harbor and a deep channel for their ships to navigate. Hampton Roads was discovered! This discovery put them in "good comfort" and forthwith the point was named "Cape Comfort," and later at this point (Old Point Comfort) was erected the first fort in the English Speaking Colonies of America.

So reads the record of eye-witness George Percy, "Gentleman," explorer, reporter extraordinary, and destined in 1611 to be President of the Council and Deputy Governor of Virginia.

With pardonable pride the Captain relates "Thirtieth day, came with ships to Cape Comfort . . .", the Shallop having blazed the trail. Finally, with frequent stops, the three little ships and their Shallop, moved on up that body of water called "Powhatan" by the Indians, "King's River" by the settlers, and long known as "the James," which "ebbs and flows a hundred and three score miles, where ships of great burthen may harbour in safetie. . . ."

A small beginning of a big industry, but many others were soon to follow. In the same year, but many months later, a vessel was built on the Kennebec River worthy to be called "a ship." This, however, was built to take back to England members of the ill-fated colony under George Popham, who arrived in August (1607) and left in December, never to return. Some members remained until the following spring when the entire colony was abandoned.

By 1619 shipbuilding was going on apace. Men and material had arrived in Virginia for "setting up sundry saw mills for masts, planks, boards for shipping etc., and three years later twenty-five shipwrights" joined their forces.

Bigger and better grew ships and shipyards. In the latter in early colonial days, ships were careened off shore in the shallows where "caulkers" plied their trade, and no "careening" shipyard was more famous than Virginia's Gosport," from earliest shipping days.

At Gosport, (now the Norfolk Naval Shipyard) was built America's first drydock. Here America's first "Ironclad" was put in operation. Here was launched the Navy's first battleship, U. S. S. Texas, 1892).

British shipping used its careening grounds for the repair of English shipping and it was seized by Virginia colonists during the Revolutionary War. In 1794 the Continental Congress chose it as one of six shipyards to build the first six frigates of the Federal navy

and Gosport was leased to the National Government.

When purchased by the Federal Government in 1801 it comprised twelve acres and the price was \$12,000. Today it comprises 750 acres, with approximately four and a quarter miles of water front, more than 400 buildings, two shipbuilding ways and seven drydocks . . . one of the largest establishments of its kind in the world.

Construction of America's first drydock begun here in 1828 and on June 17, 1833, anniversary of the Battle of Bunker Hill, it was officially christened as bands played, flags flew and the yard's first "line-of-battle" ship, the U. S. S. Delaware, was docked. This drydock was a major engineering feat of the day and was built of Massachusetts granite and cost \$974,365.65.

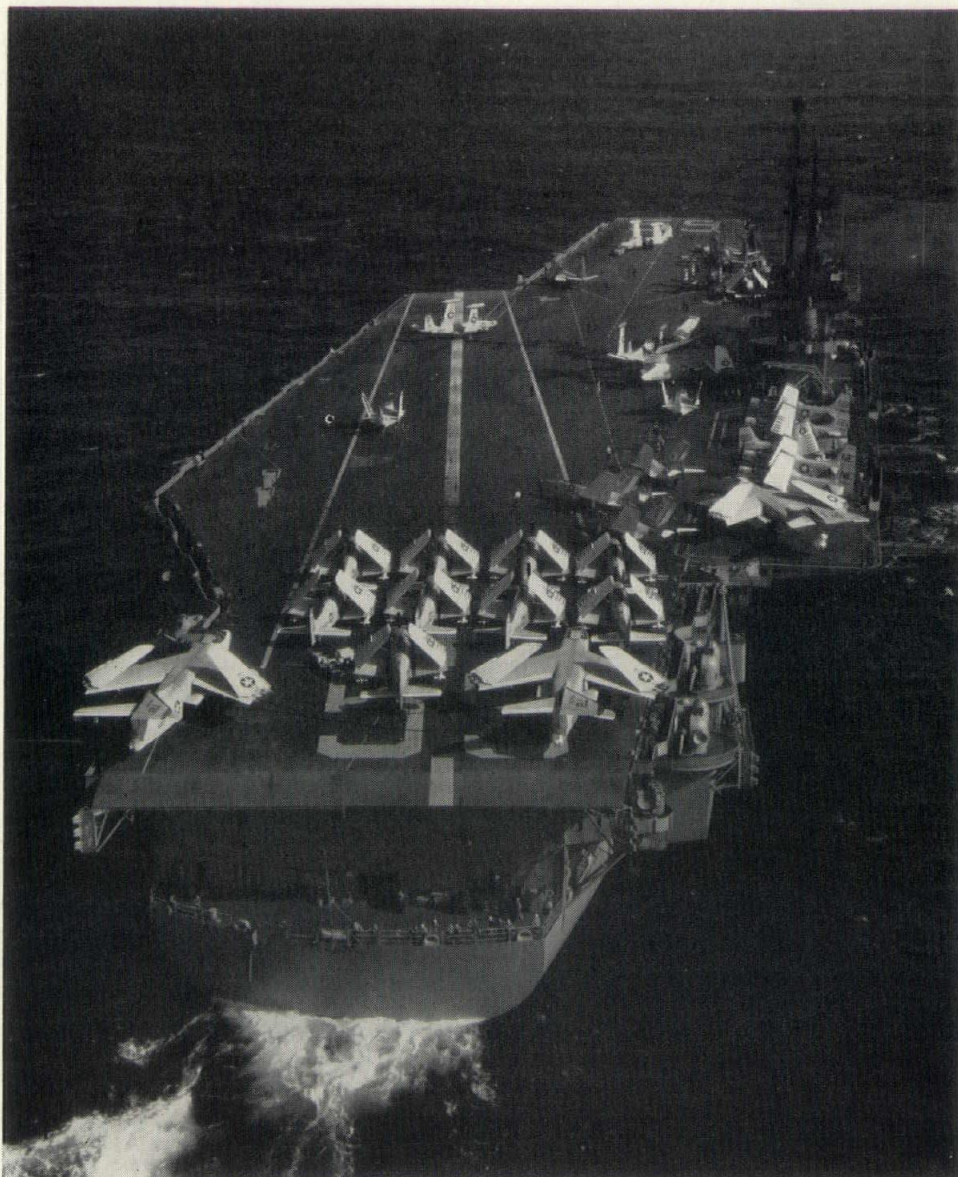
Twice burned it was captured in

1861 by Virginia and here the scuttled Federal frigate Merrimac was raised, redesigned and became the "Confederate States Ship Virginia," the first ironclad, launching upon a brief career that was to include the now famous battle in Hampton Roads.

Another "First" in Virginia, for men "who go down to the sea in ships" was the establishment in 1787 of the first Marine Hospital in the United States. Established at Norfolk for all seamen, both merchant and naval, it was offered to the Federal Government and accepted, in 1798.

Of the thirteen original Colonies, only eleven had organized navies and of these Virginia's was the largest with seventy-five ships. They were small, but the "heroes" manning them were big.

Today, around a bend in the famous  
(Continued on page 18)



The Aircraft Carrier U.S.S. Forrester, sister ship to the Ranger, moves out to sea on maneuvers. The Forrester's length is 1036 feet . . . the Ranger's 1046 and their flight decks cover approximately four acres.—Official U.S. Navy photo (Released)







# SIGNING FOR TOMORROW

Reprinted from  
VIRGINIA HIGHWAY BULLETIN

by J. P. MILLS, JR.  
Traffic and Planning Engineer

From a talk given at Natural Bridge  
highway conference, April 11-12.

OUR HIGHWAY districts are doing an outstanding job in signing. We know it, and we know, from the "bouquets" we receive, that our out-of-state travelers know it too. As a result, many lives are being saved and many accidents averted.

Proof of our signing achievement is shown in our many "before and after" studies, which check accidents for a certain period before sign changes have been made, and again for the same period after the changes have been made. Our figures prove conclusively that spending a few dollars on sign improvements results in fewer accidents.

Signs are for the motorist unfamiliar with the road and its restrictions, and their value cannot be overemphasized. They should be properly placed and should reflect well at night, the time when they are most needed.

Today, signing is much more important than it was a few years ago. The need is evidently due to faster cars and better roads. The new interstate

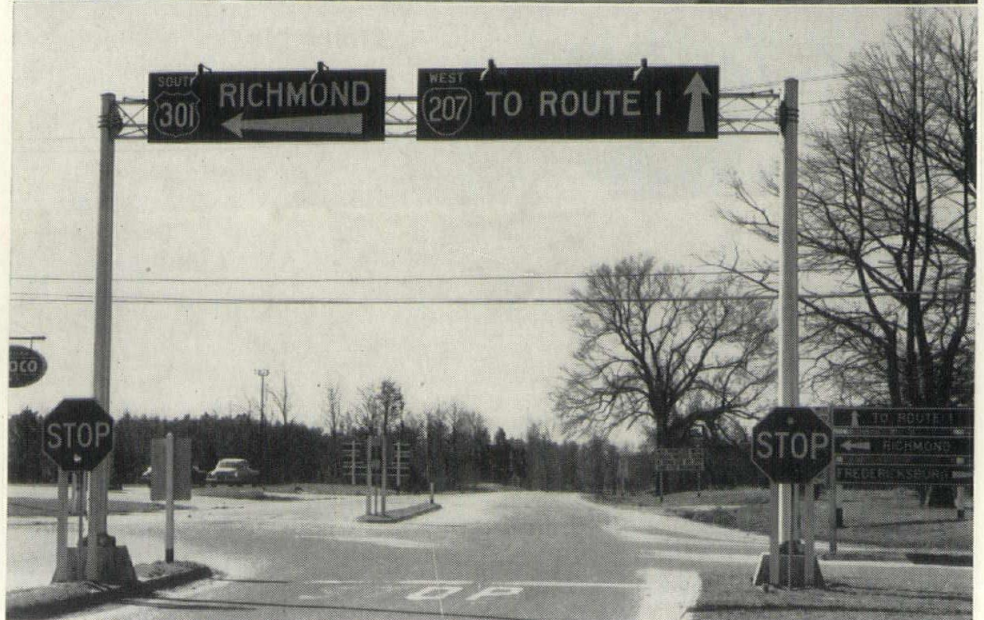
(Continued on next page)

Photos, this page, right: Three types of overhead signs are used in Virginia. The aluminum truss is typified opposite in this signing at Bowling Green. The steel type, fabricated by the Department, is shown in the middle picture (Route 13). At the top is the steel mast-arm T-type.

Photos, opposite page, left: Signing for interchange on the Ohio Turnpike.

Photos, opposite page, right: Signing for service plaza on the Ohio Turnpike.

to tell the Virginia Story





## CURLES MOVERS

2311 Nichols Ave., S.E.  
WASHINGTON, D. C.

## A. WAYLAND STANLEY

BEAVERDAM, VA.

*Bulldozer Work*

Dealer in Rough Lumber

Phone Tuxedo 3-3395

## MAWYER & LOVING

*General Insurance*

LOVINGSTON  
VIRGINIA

## EDWARDS MOTOR CO.

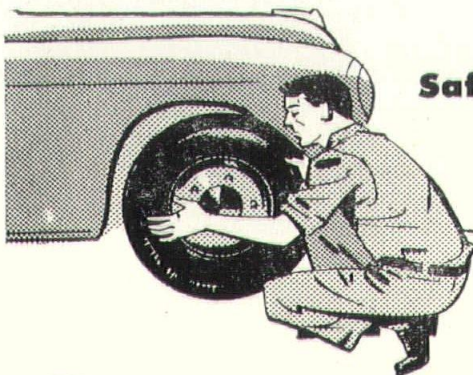
GLOUCESTER, VA.

*"We are Proud of our Part in  
Making Virginia Highways Safer"*

## A. C. WILSON CONSTRUCTION COMPANY AND QUARRIES

Crushed Stone for Road Building  
Concrete RAILROAD Ballast

MARTINSVILLE and STUART, VIRGINIA



**Safe Holidays  
Start Here**



**ATLAS TIRES**

**BATTERIES  
ACCESSORIES**

Be sure your car is safe before you start your holiday trip. Let your local Esso dealer check brakes, lights, tires and steering system. Then play it smart — drive *extra* carefully, besides.

*Be Careful — the life you save may be your own!*

Compliments of your **ESSO DEALER** in the interest of your safety

## Signing for Tomorrow

*(Continued from preceding page)*

highways are going to require a different treatment in signing, and the signing will be more expensive. The speeds on these roads will be high, and a large percentage of the motorists will be unfamiliar with the territory through which they are passing. Therefore, it will be necessary for the signing to be entirely adequate, so that motorists will have no doubt as to where and when they are to turn off to reach their destination. Indecision could easily result in a serious accident. Motorists must receive adequate, advance notice of interchanges. There will be no service facilities along the interstate roads, and signs must indicate where motel, restaurant, gasoline, and other services may be obtained.

Highway and traffic engineers all over the country have been thinking about the signing of the interstate system for some time. The traffic committee of the American Association of State Highway Officials has been assigned the task of recommending the type, shape, and characteristics of the traffic signs to be used on the system. And the United States Route Numbering Committee, of which Commissioner Anderson is a member, has been assigned the task of coming up with route numbers and the size and shape of the shield symbol to be used.

Signing on the interstate system is going to cost between \$10,000 and \$12,500 per mile. The cost at interchanges will be especially high, and at the complicated ones may amount to \$50,000. I am sure these figures seem high to you—they do to me. However, you must remember that the use of high-speed expressways depends to a great extent on the signing.

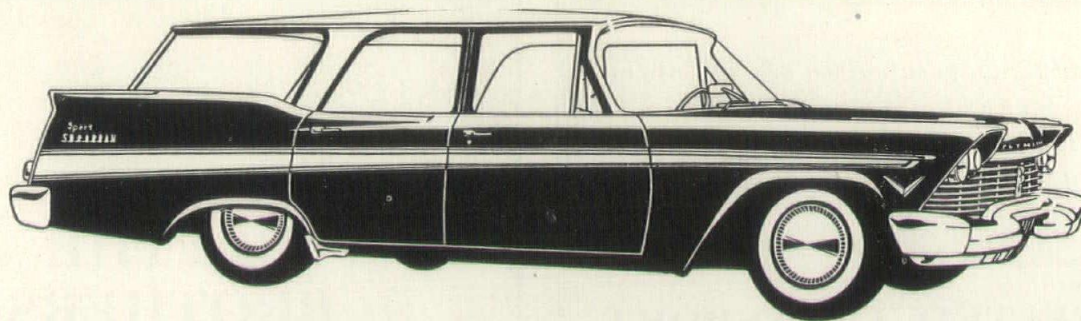
During the past several months, a number of our engineers have taken trips on toll roads throughout the country. The signing of the interstate system will, in a large measure, be similar to these toll roads.



## RUST CONSTRUCTION CO., INC.

1610 Mt. Vernon  
ALEXANDRIA, VA.





Sport Suburban-4 dr. V-8 (Sportone), 3 col.-43-SS8.

*Richmond's First and Only Exclusive  
Plymouth Dealer*

## **WARD MOTOR CORP.**

216 PETERSBURG PIKE  
RICHMOND, VIRGINIA

### **CLINCH MOTORS, INC.**

YOUR FRIENDLY FORD DEALER

*Best Wishes to*

VIRGINIA DEPARTMENT OF  
HIGHWAYS & MOTOR VEHICLE  
DIVISION

ST. PAUL, VA.

*Best Wishes*

*Virginia Highway Department*

### **SHOOSMITH BROTHERS**

*General Contractors*

EXCAVATION • GRADING

CHESTER, VA.



### **Sinclair Refining Company**

L. J. STARNES & SON  
Agents

NORTON, VIRGINIA



### **PIEDMONT GARAGE**

*General Auto Repairing*  
24 Hour Wrecker Service

Phones:  
Day, 66-W-1  
Night, 350-W-2 and 350-J-2

GORDONSVILLE, VIRGINIA

### **BLAIR TOBACCO STORAGE**

— A N D —

### **BLAIR TRANSIT CO.**

*Pioneer Tobacco Truckers*

60,000 HOGSHEAD STORAGE

RICHMOND, VIRGINIA

### **GRUNDY MOTOR CORPORATION**



Buchanan County Ford Dealer  
Since 1919

Phone WEBster 5-2671  
N. Main Street  
GRUNDY, VA.



*We are glad to cooperate with officials of the Virginia Department of Highways and the Division of Motor Vehicles in helping to make our highways safe.*

## **ASSOCIATED TRANSPORT**

INCORPORATED

General Office: New York City

*Virginia Terminals:*

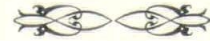
66-68 Commonwealth Avenue, Box 619,  
Bristol, Virginia..... North 3880

Oakley and Macon Streets,  
Lynchburg, Virginia..... 3-2737-8

P. O. Box 4072, Broad Creek Village  
Station, Norfolk 2, Virginia..... Lowell 3-7661

1608 Ninth Street Road, P. O. Box 2446,  
Richmond, Virginia ..... 83-4321

Seventh Street & Georgia Avenue, Box 270,  
Roanoke, Virginia..... 3-2413



## **BLYTHE BROTHERS CO.**

*General Contractors*

BUILDING • PUBLIC UTILITIES • HIGHWAY

Charlotte, North Carolina



## **A. F. COMER TRANSPORT SERVICE**

**Haulers of Petroleum Products in Bulk in Tank Trucks**

INTRA AND INTERSTATE SERVICE

801 Free Toll Highway 13

Portsmouth, Va.

P. O. BOX 711

ROCKY MOUNT, N. C.

## **Allegheny Freight Lines**

INCORPORATED

*General Office*  
WINCHESTER, VIRGINIA

*An Efficient Modern Transportation System*

TERMINALS:

- BALTIMORE, MARYLAND
- CLARKSBURG, WEST VIRGINIA
- WINCHESTER, VIRGINIA
- CHARLESTON, WEST VIRGINIA
- PARKERSBURG, WEST VIRGINIA



## Art

# LENDING SERVICE EXPANDED

The Art Lending Service of the Virginia Museum of Fine Arts in Richmond has announced a new and extended policy of exhibition and loan, and has opened its recently enlarged lending gallery.

Through the Art Lending Service citizens from all over Virginia may borrow original art objects, such as prints and sculpture, at a minimal fee to cover insurance on the objects, for use in their homes and offices.

In past years the lending collection has been constituted of objects from the museum's own collections, and hence could not be purchased by borrowers.

The newly initiated plan, which has more than doubled the size of the lending collection, invites all artists who have participated in the Virginia Artists' Rotating Exhibitions to submit two works each to the collection.

Borrowers who wish to do so may arrange to purchase a work from the artist, with the accrued rental fees to be applied to the purchase price.

It is felt that this plan will encourage Virginians to use art by native artists in their daily life, to the mutual benefit of all.

## CORRECTION

We regret our inconsistency in the name of Chief James M. Broughton,

## W. H. HARDY

Texaco Fuel Oil  
Distributor

PHONE 6226

Serving Danville and  
Surrounding Area  
35 Years

Westover Hills  
DANVILLE, VA.

whose life story was so interestingly presented by G. Watson James, Jr. in the May issue. Chief Broughton's middle initial is "M.", not "E." as given on the cover and in the headline of the story, "James M. Broughton—Grand Old Man of Law Enforcement in Virginia."

*"Slow Down and Live"*

## Teagle Transportation

3915 Kecoughtan Rd.  
HAMPTON, VIRGINIA

## BALLARD HENRY MILTON TRUCKING

BEDFORD, VIRGINIA

**LITTLE  
MISTAKES  
CAN  
MAKE  
BIG  
ACCIDENTS**

NATIONAL SAFETY COUNCIL

Turner's Express, Inc.

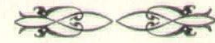
300 Shelton Avenue  
NORFOLK, VIRGINIA



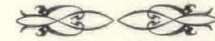
**Don't Let Death  
Take YOUR Holiday!**

**FLOYD-ROANOKE  
FREIGHT LINES**

FLOYD, VIRGINIA



*For Safety, First To Last*



## Carolina-Norfolk Truck Lines

Serving Eastern Virginia,  
North and South Carolina  
and Connections Everywhere

Madison 7-4501

NORFOLK, VIRGINIA





Felicitations To The  
Virginia Department of Highways




The Division of Motor Vehicles

## RAWLINGS TRUCK LINES

Fast and Dependable Service

PURDY, VIRGINIA

Watch out for little bundles  
of dynamite!

**Roy Stone Transfer Corp.**  
Roanoke Road  
MARTINSVILLE, VIRGINIA

## History in a Capsule

(Continued from page 11)

"James," the world's largest battleship is being readied for commissioning in late Summer. It bears the name "Ranger" just as did the first "Ranger" captained in 1778 by John Paul Jones and it was at her masts that the Stars and Stripes were first to fly.

This "Ranger" is an aircraft carrier . . . the biggest thing afloat . . . bigger than "the Queens" and likened in height to more than a 25-story building.

At this shipyard, (Newport News Shipbuilding and Dry Dock Company) largest commercial shipyard of its type in the world, was also built another "Ranger" (1931-33) which was the Navy's first ship built from the keel up as an aircraft carrier. Here too was built the "United States," largest commercial liner ever built in America, and almost half of all the Navy's large aircraft carriers.

It's a far cry from the first "little Shallop" to the Ranger, 1046 feet long (flight deck). But . . . like oaks from acorns . . . the shipbuilding industry has grown.

—Virginia Waller Davis



## HOLSTON RIVER PAVING CO., Inc.



Paving  
Contractors



Marion  
Virginia

## BEALES' GARAGE

South Street  
FRANKLIN VIRGINIA

## RAINES MOTOR SALES

STUDEBAKER Sales & Service

GRUNDY, VIRGINIA

Best Wishes to the Division of Motor Vehicles  
and the Department of Highways

## PALMYRA MOTOR CO., INC.

Sales



Service

PALMYRA, VIRGINIA



**M. Ryan & Co.**  
Real Estate  
917 EAST MAIN STREET  
Richmond, Virginia



**Lease Back  
Specialists**  
Commercial — Industrial  
Investment Properties  
Nationally

# FREE YOUR WORKING CAPITAL “LEASE - BACK”

the story of WHY a firm *builds* to suit its needs, *sells* the building,  
then *leases it back*

**SYNOPSIS:**

How firms free their operating capital in order to expand and invest in inventory, etc.

AN IMPORTANT and still little understood, new business technique developed since the close of World War II is known as the “Lease-Back”. Here is how you can use it to advantage . . . .

Broadly speaking, a lease-back occurs when some company has new stores or maybe warehouses or operational equipment built to its specifications and then sells these assets to a large investor, or a syndicate of investors, after agreeing to lease them back for a specific period—usually long term. It does this rather than maintain ownership of the properties.

*A healthy business can usually gross 20% to 25% on its new working capital.*

There has been little writing or public discussion on the subject, although some authorities have called the lease-back “the most noteworthy financial devise of the present century”.

Within the past ten years, billions of dollars have been invested in lease-back deals on properties ranging from railway locomotives to milk bars. Under recently-passed legislation, even the United States Government is giving the lease-back system a try through leasing a few of its office buildings and post offices. The big field for lease-backs, however, is in private real estate.

The real birth of the lease-back in the United States came in 1942 when the State of Virginia amended its investment statutes to permit life insurance companies to buy commercial real estate up to five per cent of their assets.

For more detailed information contact:

**M. Ryan & Co.**  
Real Estate  
917 EAST MAIN STREET  
Richmond, Virginia

Phone: 37495

Commercial — Industrial — Investment Property Specialists



**STINSON  
TIRE CO., INC.**

*Recapping  
Complete Tire Service*

603 Loyal St. Phone 60  
DANVILLE, VIRGINIA

**Meadows  
Transfer Co.**

900 Kratzer Road

HARRISONBURG, VIRGINIA

**Pounding Mill  
Quarry Corp.**

POUNING MILL  
VIRGINIA

*Congratulations*

*General Anderson on Virginia's  
Highway System Progress*

**Oscar Vecellio, Inc.**

*General Contractor*

BECKLEY, WEST VIRGINIA

**LAKESWOOD  
TRUCK CENTER**

Essofleet Service—Restaurant  
Gas—Grease—Oil—Tires—Batteries

*"We Doze but Never Close"*

So. Boston Rd., Rt. 58

Phone 8611

5 miles east of  
DANVILLE, VIRGINIA

**SAFELY  
EFFICIENTLY**

**Frederick Northup**  
SHARPS, VIRGINIA



*Richfield Products*  
**GASOLINE  
FUEL OIL**

FARNHAM EXPRESS 4-2800  
WARSAW, VIRGINIA

*Help Promote Safety on Virginia  
Highways by Driving Carefully*

**HARRELL  
CHEVROLET  
CORP.**

EMPORIA, VIRGINIA

OLDSMOBILE  
CHEVROLET  
CADILLAC



P. O. Box 612  
WINSTON-SALEM  
NORTH CAROLINA



## Business Review

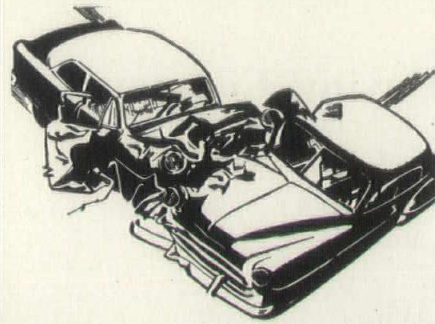
(Continued from page 9)



Loyal H. Davis, newly-appointed Staff Assistant to the Vice President—Manufacturing, Philip Morris Inc.

employee (since 1930), William Dudley, has been named service manager for the Union Machine Company's recently dedicated plant located on Larnam Avenue, Richmond. . . . T. Turner Foster is vice president in charge of the new \$110,000 branch of the Fauquier National Bank of Warrenton opened at The Plains recently. . . . I. V. Jessee, Russell County native, retired as comptroller of the Norfolk Western Railway last month after nearly 46 years of service. He has been succeeded by R. E. Petterson former assistant comptroller who, in turn, has been succeeded by H. J. Brinner, assistant to the comptroller. . . . Gordon Heath has been elected president of Manassas Junior Chamber of Commerce. Other officers include Wade Cutler, George Wilson, Harry Garber, Charles DiDenna, Gene Conner and J. C. Sharp. . . . Ed Wright, president of the Stafford-Prince William Real Estate Board, presented its membership pin to Allen E. Turner, developer of Marumsco Village at Woodbridge at a recent meeting of the Board. . . . William F. S. Gresham (Lynchburg), special representative of the Equitable Life Assurance Society, was recently elected president of the Virginia Association of Life Underwriters. Also elected were Walter H. Everiss (Staunton), vice president; Henry G. Willis (Richmond), 2nd vice president; W.

tell the Virginia Story



## Garst Truck Line, Inc.

408 Virginia Avenue  
Bluefield, Virginia  
Phone FAirfax 6-1164

Don't Speed!

## DICKERSON BUICK CORPORATION

4th & Federal Streets

LYNCHBURG, VIRGINIA

## Shelburne

TRANSFER & STORAGE CORPORATION

Long Distance

**MOVING**

DIAL 87-4228

4920 W. Broad St.

Richmond, Virginia

## J. E. Gannaway

CONTRACTOR

802 West Pembroke Ave.

Phone 4891

HAMPTON, VIRGINIA

## VIRGINIA TRACTOR CO.

Inc.

**CATERPILLAR**

Sales Service

RICHMOND

NORFOLK

WAYNESBORO



# Thompson - Arthur Paving Company

Municipal & Highway Construction

300 Benbow Road

P. O. Box 1197

Greensboro, North Carolina

Branch Offices

High Point, N. C. • Danville, Va.

READY MIXED CONCRETE

*"For Every Purpose"*

SAND AND GRAVEL

Year Round Delivery — Phone 6765

## Buena Vista Ready Mix Concrete Company

Member V.C.M.A.

BUENA VISTA, VIRGINIA

### He got there first!



He always did! Liked racing trains. Liked a fast get-away in traffic. Couldn't stand dragging along behind a truck. This time he got there first again—for the last time. Remember—drive a little slower, live a lot longer!



**Be Careful—the life you save may be your own!**

Sponsored in the interest of your safety by

**CITY TRANSIT COMPANY**  
STAUNTON, VIRGINIA

H. Galling (Norfolk), secretary-treasurer. . . Neal R. Draper, former night chief dispatcher of the Norfolk & Western's Shenandoah Division has been promoted to chief dispatcher replacing Charles P. Harris who has retired. . . James S. Easley, prominent Halifax attorney, received the Virginia State Chamber of Commerce annual award for distinguished service to the state at the recent annual meeting. The presentation was made by John S. Alfriend, Norfolk banker and chairman of the Chamber's Distinguished Service Award Committee. . . Henry Oetjen, president of the Norfolk Southern Railway, has announced two promotions on the executive level. Hurs Owen, Jr. from executive assistant to assistant to the president and J. M. Dillard, formerly general industrial agent now becomes assistant to president — industrial. Oetjen also announced that a cash dividend of 30 cents per share will be paid August 15th to stockholders of record July 31, 1957. . . Newly elected officers of the New River Valley Airport Commission are C. V. Jackson (Radford Mayor), president; Bill Bullard (Radford Mayor), vice president; John W. Sumner (Christiansburg), secretary and Frank Toler (Pearisburg), treasurer and John M. Goldsmith (Radford) attorney. . . Alexander C. Goolsby, Jr. is the new sales representative for Ancarrow Marine, Inc. (Richmond). Mr. Goolsby was formerly sales manager for B. T. Crump, Inc. . . Harold O. Ebard, assistant cashier of the National Bank of Commerce, Norfolk

## GARDNER CHEVROLET, INC.

64 S. Mason St.  
HARRISONBURG,  
VIRGINIA

## GRINELS MOTOR CO.

New Location 1 Mile West  
on Rt. #460

APPOMATTOX, VA.



s the new president of the Norfolk-Portsmouth Chapter, American Institute of Banking. . . . **Grant Daniels**, formerly staff member of the Homehead and the Greenbrier and also the Emerald Beach Hotel, Nassau, is now resident manager at the Courtney Terrace Hotel, Virginia Beach. . . . **Bernard L. Chappell** has been appointed the Richmond Terminal Manager for Davidson Transfer and Storage Company and **Edward W. Pace, Jr.** is now district sales manager according to an announcement by **A. B. Clay Jr.**, district manager for the company. . . . **Charles A. Taylor**, president of the Life Insurance Company of Virginia, has been elected to the executive committee of the Life Insurers Conference, a national trade association. . . . **Clayton Turner** is the new president of the Bedford Jaycees succeeding **Hugh Bond**. Other new officers are **R. H. Scott, Jr.**, **W. H. Walton, Jr.**, **Philip Sneed, Jr.**, **Bill Vitt**, **Wesley Huddleston**, **W. E. Sanderson** and **Joe Sanderson**. . . . **Jack Lewis**, president of Advertising Associates, Richmond has announced that **Don Martin**, former sales promotion manager for C. F. Sauer Company, has joined his agency as executive vice president and that **Mrs. Shirley Bricker** has been named production manager. Also, that **Robert Simmons**, formerly of Miller & Rhoads will join the company as art director. . . . **Thomas C. Shelburne** of Shelburne Transfer & Storage has been elected president of the Virginia Movers and Warehousemen's association. Mr. Shelburne succeeds **Morgan W. Strother** (W. Fred Richardson Security Storage Corporation), also of Richmond.

George A. Lear of Philadelphia, through W. E. Tilson and Son, Realtors, has recently purchased a 400 acre tract on Short Hill Mountain in Rockbridge County and has contracted for upwards of 1600 additional acres adjoining the first tract. The purpose is to reforest this acreage. Mr. Lear is a lumber and paper pulp business executive.

(Continued on next page)

## CARPENTER MOTOR CO.

MADISON, VIRGINIA

"Dollar for Dollar—

You Can't Beat a Pontiac"

## BLYTHE-CONNER CO. General Contractors

3500 Westminster Avenue

Norfolk, Virginia

## BEALES' AUTO SALES & SERVICE

2008-14 High Street

PORTSMOUTH, VIRGINIA

*Smartest of the Smart Cars*

J. E. (ED) BEALE

EX. 74695-6



**Be Careful—the life you save may be your own!**

CONSOLIDATED MOTOR EXPRESS

BOX 779

BLUEFIELD, WEST VIRGINIA



**Here's the dime he couldn't stop on!**



Think you can stop your car on a dime? Don't kid yourself. Youngsters at play don't always give you time to. Better slow down near schools and playgrounds. A dime's a pretty small target.

## Nash Euclid Equipment Sales Corporation

U. S. Route 11, West

Salem, Virginia

Your Virginia Distributor For EUCLID EQUIPMENT

For Moving Earth, Rock, Coal and Ore



# GOOD'S TRANSFER COMPANY

FAST and DEPENDABLE  
REFRIGERATOR SERVICE

Phone 4-3848

234 Charles Street

HARRISONBURG, VIRGINIA



**YOU CAN BET YOUR LIFE — SAFETY PAYS!**

Many a man who would hesitate to risk big money on cards will gamble his life—to save five minutes. Next time you're tempted to hurry in traffic, bet it safe. The stakes are steep, if you lose.

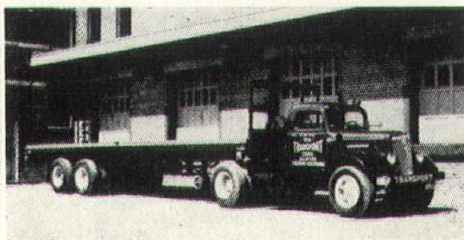
**BE CAREFUL — the life you save may be your own!**

*Sponsored in the interest of your safety*

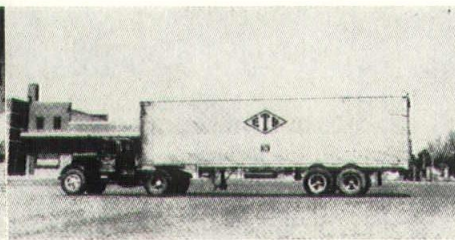
**UNITED ELASTIC CORPORATION**

ELASTIC BRAID AND WEBBING

STUART, VIRGINIA



Modern platform trailer used to transport leaf tobacco, machinery, steel and many other general commodities.



Modern van used to transport cigarettes, manufactured tobacco and general commodities.

**THE TRANSPORT CORPORATION**

— and —

**THE EPES TRANSPORT SYSTEM**

(VAN DIVISION)

**Home Office: Blackstone, Virginia**

**Virginia Terminals: Richmond and Danville**

**OTHER TERMINALS: Baltimore, Md., Durham, N. C., Philadelphia, Pa.,  
Wilmington, Del., Wilson and Winston-Salem, N. C.**

The Manufacturers of Aileen Knitwear will soon receive the keys to a \$46,000 building belonging to the New Market, Virginia Development Corporation. The building was constructed by the firm of Meigs and Knight, New Market contractors and has 10,000 square feet of floor space.

The first electronic scale on the east coast for weighing moving trucks has been put in operation by the Virginia Department of Highways on U. S. Route 1 about 3 miles south of Woodbridge. J. P. Mills, Jr., traffic and planning engineer for the Department says that by weighing trucks in motion the electronic scale will eliminate the need for vehicles not overloaded to pull off the highway to be weighed on conventional platform scales and marks another step in the effort to aid the movement of traffic.

A Richmond insurance man, Thomas W. Bowman has invented a gadget the Bowman Tri-Hand, that he believes will be a boon to people who must work with both hands while talking on the telephone. The Tri-Hand has received the backing of the technical editorial director of *Telephony*, the journal of the telephone industry. It has been patented for more than two years but is not yet available to the public.

Recently elected to the Board of Directors of the Bank of Damascus were J. H. Neale, W. S. Graybeale, Julian S. Mock, George Hall, J. Hughes Mast and Emory G. Bishop all of Damascus; John A. Blakemore and Dr. V. S. Armbrister of Emory; W. P. Hillenburg and Ralph E. Bouche of Abingdon; W. P. Henderson of Saltville; Lee K. Haynes and Carl Neace, Meadowview and Marcu Queen of Shady Valley, Tennessee.

Smith Transfer and Storage Company is now the Bristol agent for North American Van Lines.

M. T. Broyhill & Sons Corporation, Arlington contractors, plan a seven million dollar housing project at Mountain View. Construction is expected to get underway in July.

Virginia Electric and Power Company

**LLOYD'S  
TRANSFER**

BERRYVILLE, VIRGINIA



pany has been awarded a citation for meritorious achievement in the field of management-shareholder relations for the third consecutive year according to H. A. Hitch, vice president of the company.

J. E. "Jack" Ray, 3rd, has been named Resident Manager of the Union Bag-Camp Paper Corporation, Camp Division, in Franklin, Virginia. Ray, moving up from vice-president in charge of pulp and paper operations, will now be responsible for the lumber operations, woodlands, public relations and mill planning in addition to the supervision of industrial relations, plant engineering and technical departments.

T. S. Phoebus of F. W. Dodge Corporation reported recently that April contracts for future construction in the residential category in the metropolitan Richmond area totaled \$4,102,000. Contracts in the non-residential construction category amounted to \$1,744,000, an increase of 3% compared to April 1956. Total building contracts for the first four months of 1957 compared to the like period in 1956 showed an increase of 52 per cent at \$39,084,000.

Last month marked the 25th Anniversary of a leading Virginia investment banking firm, Scott, Horner & Mason, Inc. which was organized in May 1932 to supply investment banking services to individuals, municipalities, corporations and financial institutions. In conjunction with the 25th anniversary, Edwin B. Horner president of the firm announced a change in the firm's name to Scott, Horner & Co. and said, "The American economy is growing rapidly and we have become accustomed to 'new records'; we believe the next decade will continue this growth with ever increasing vitality and we begin our second quarter century looking confidently to the future."

Top government officials and industrial heads predict 1957 will be a better year for business than was 1956. The forecast was made in a closed session of the Commerce Department's Business Advisory Council meeting with Cabinet Officers recently at Hot Springs, Virginia. T. V. Houser, chairman of Sears, Roebuck and of the B. A. C.'s Economic Policy Committee said the consensus was that present rate of production of goods and services amounting to about 427 billion dollars annually will be "slightly improved."

Long term business prospects are heartening some U. S. economists and businessmen who feel that it is easier to plan 10 years ahead than to guess what will happen next month. The stock market recently hit a new 1957

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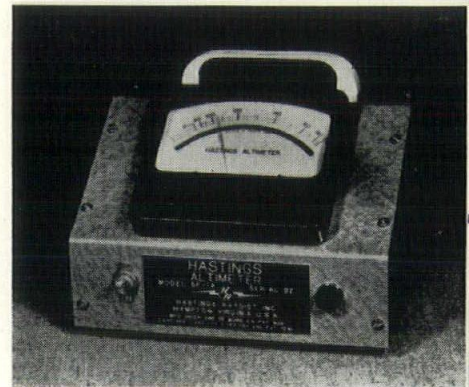
**Phone Mercury 2-5621**

**807 W. Fayette St.**

**MARTINSVILLE, VIRGINIA**

high but predictions for the near term were slightly pessimistic. Home construction and trends in auto and appliance sales were the principal question marks. However, it is thought there will be an enormous increase in steel consumption for the long term. Good news for steel men and thus for business in general in spite of an expected slight decline in the next few weeks.

### **New Virginia Product**



*A new type altimeter, accurate in the high altitude ranges of from 75,000 feet to 225,000 feet, was recently announced by Hastings-Raydist, Inc. of Hampton, Virginia. This instrument makes possible accurate altitude measurements in a range which heretofore has been very difficult to measure.*

*The new Hastings Altimeter offers wide possibilities of accurate high altitude measurements for altitude chambers, wind tunnels, environmental testing, and aircraft, rocket and missile research. Hastings Altimeters are available from stock for prompt delivery. Catalog information and prices are available upon request to Hastings-Raydist, Inc., Hampton, Va.*

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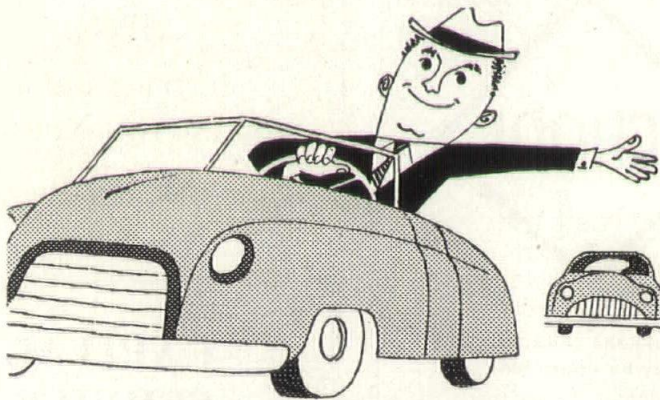
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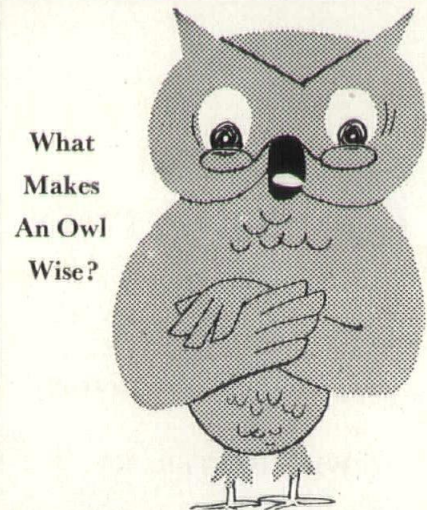
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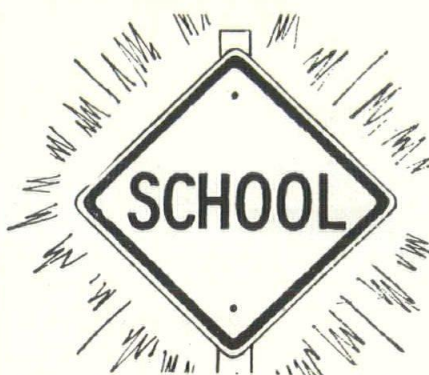
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### THAT CRAZY FOOL!

Of course, you're right. And he's wrong. But remember, if you take one chance for every thousand times you drive, you're "that crazy fool," too. And mister, the hospitals are full of 'em!

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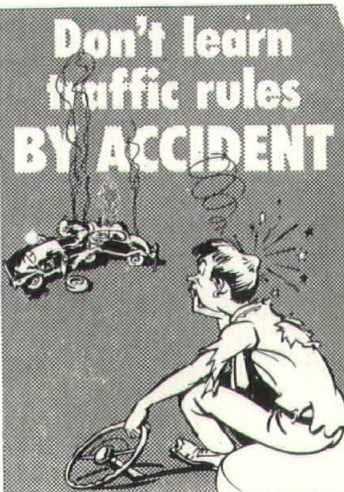
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## To Eternity by Distraction

(Continued from page 8)

As to the statement sampled above, we find that the driver wants us to believe, as they do, that the other vehicle appeared out of nowhere—75 feet in front of them, and it was too late to stop.

If for example, the road was straight, the simple fact remains that the other vehicle was there all the time, but the driver reporting the accident only became aware of it 75 feet in front of him. Suppose, he had become aware of the other vehicle 150 feet in front of him in time to stop. Then, the crash would not have occurred.

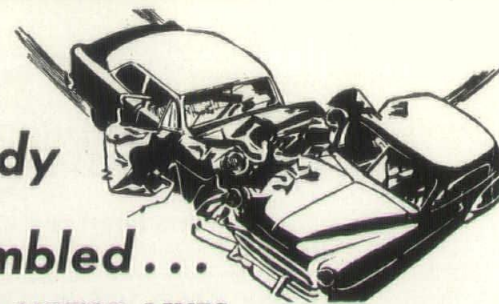
On accident reports, the driver is required to answer the questions "how," "when," and "where," etc. Maybe it would be possible, but not practical, in this connection to ask the driver, and the passengers, if any, concerning any "Distraction" observed prior to the accident. However, this type of question would be self-incriminating to the driver; per se to admit he was distracted prior to the accident would be an admission against interest, and naturally drivers went to take the position that they were doing the correct driving and it was the other fellow who was all wrong. Such is human nature.

The degree of "Distraction" varies with the individual driver. Some can devote all of their attention to driving regardless of what is going on around them, while others take note of all that is said and they see all that is hap-



# Somebody

# gambled...



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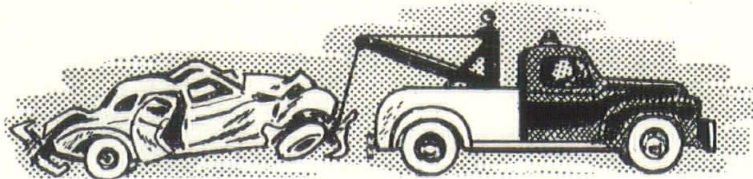
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pening around them, and others cannot stand any "Distraction." Any person who is easily distracted will be involved in accidents. Again, what contributes to a driver being distracted? There must be thousands of reasons. For example, here are a few we can think of: tuning the radio, lighting a cigarette talking to passengers, observing billboards, pedestrians, people in the automobile, looking at one's self in the mirror, worry or arguments, or personal and business problems, past, present and in the future, as referred to above. In any of the situations, the driver needs a sort of mental bell to ring every time he isn't paying strict attention to the operation of his vehicle. On the other hand, "Distraction" is in the category with attitude. Some days one's attitude is good and other days it is bad.

Safety officials should become aware of this item when impressing upon the driver, and the pedestrian for that matter, the importance of not being distracted from their respective responsibilities and efforts for protection.

The Northwestern University Traffic Institute stresses to the Chief Examiners from various states the importance of having License Examiners watch for any evidence of "Distraction" during the driving test. I am confident they have in mind some of these contributing factors, which cause "Distraction" and realized that "Distraction" is one of the foremost contributors to highway accidents.

Gone are the days when we could drive through the open country and enjoy the scenery in safety; especially those who go on their vacation and expect to see everything from behind the steering wheel. It is patent that with the vast number of automobiles on our highways today, the driver cannot afford to be distracted for one second. Otherwise, he may, in a split second pass into Eternity.



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## Interstate Highways

(Continued from page 6)

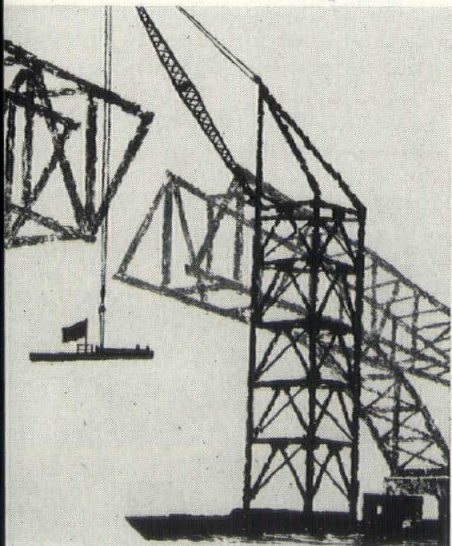
west of Jones Point, and the northern terminus at the Potomac in the vicinity of Langley Forrest and Swinks Mill in Fairfax county. Numerous interchanges would be provided to serve intersecting roads.

Other projects include:

US 11, from the Tennessee state line to the west end of the proposed Wytheville bypass (70.5 miles); 11, relocation around Roanoke and Salem, including a spur connection into Roanoke (17 miles); 11, Harrisonburg bypass (14.8 miles); 11, south of Buchanan to north of Natural Bridge (19 miles); 11, Winchester bypass (12 miles); US 301 from the Richmond-Petersburg toll road connection in Petersburg to the intersection of Route 35 south of Petersburg (10 miles); 301 from the north end of a proposed Emporia bypass to the North Carolina state line (13.7 miles).

US 1 from the Richmond-Petersburg toll road connection north of Richmond to the vicinity of Ashland (12 miles); 1, Woodbridge south (6.5 miles); 165 from the intersection of Route 13 in Princess Anne county to the US Naval Base in Norfolk (8.3 miles); 58 from the intersection of Routes 13 and 460 in Norfolk county near Bowers Hill to the Norfolk-Portsmouth tunnel in Portsmouth (7 miles);

(Continued on the next page)



Reproduced from the cover of the April issue of the Virginia Highway Bulletin.

**Airport Transportation Co.**

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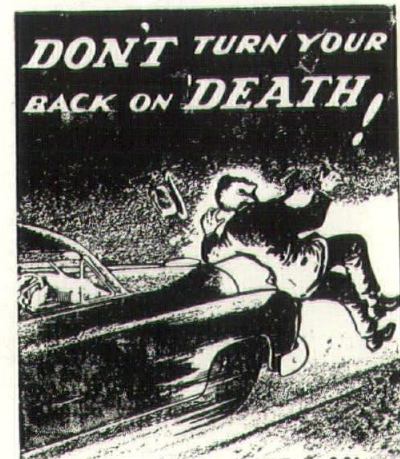
*General Office:*  
WAYNESBORO, VIRGINIA

60 from the Richmond-Petersburg toll road in Richmond to Bottoms Bridge (12.8 miles); 250 from the Richmond-Petersburg toll road to the vicinity of Short Pump (7.7 miles).

US 50, 29-211 from Arlington Ridge Road to the four-lane pavement east of Gainesville (29.2 miles); 60 from the west end of a proposed Clifton Forge bypass to the east end of a proposed bypass at Covington (7.2 miles); 168 from the intersection of Route 17 and the Hampton Roads Bridge-Tunnel approach road to the intersection of Route 168 at Oyster Point (2.5 miles); Route 100 from US 11 to the vicinity of McAdam (6 miles); Route 55 from Marshall west (3.5 miles).

By the end of this year the Department hopes to have awarded contracts for at least nine interstate projects involving a total cost of more than \$100,000,000.

Important as it is, however, engineers point out that the interstate program is not the complete answer to Virginia's overall traffic problem. Most of the state's 49,000-mile road network will receive only limited additional help from the 1956 federal highway act. The need for money to meet the backlog of improvements on other primary and secondary roads and city streets will continue to increase with expanding traffic. Also, the extensive relocations that will be necessary on the interstate system will mean that the total mileage that must be maintained by the Highway Department will be increased, thus putting an additional strain on highway revenues.



## LEE-COMPTON LINES

524 Rorer Ave., S.W.  
ROANOKE, VIRGINIA



## Symbol of the Heritage

(Continued from page 3)

have judged him as if he commanded, as did they, a force superior in numbers and materiel to the enemy, with lines of communication and chains of command operating like a machine — a force, in brief, with which the commander needed only make the right decision and victory would follow automatically. They have considered none of the failures that thwarted his plans, none of the critical condition of his supply system, and — perhaps most of all — nothing of the toll taken of him by his desperate need for victory for a new nation that was then slowly collapsing physically in its defense against an established nation four times as large, heavily industrialized, and incomparably richer.

Robert E. Lee was one of the few Southerners who recognized from the beginning that the Confederacy could not win a long war, and by 1863 he perceived that the complete exhaustion of the South's resources was a matter of time. Because of his understanding, and because Jefferson Davis would not shift from his policy of dispersed defenses, the whole invasion which ended at Gettysburg was made for a complex of reasons, one of which was to provide his troops with the supplies which the inefficiency of the Confederate administration failed to produce. Acting as Lee did to supply his army on the enemy's resources and to force a decision in a losing cause, Lee was burdened with a magnitude of problems of a nature rarely to confront



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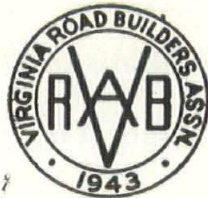
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P. O. Box 46

LURAY, VIRGINIA

Phone RIVERSIDE 3-5534

## Ballenger Paving Co.



Phone 2-1845

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## WILEY N. JACKSON COMPANY

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a field commander.

Beyond carrying the burdens personally, the General had also become through his leadership and character, a symbol to the Southern people. In them, during Lee's time and now, was an intense awareness of the place Lee held in the Confederacy's war for independence, and they knew instinctively that his greatness could not be measured by the success or failure of his troops to carry a position in a single action.

In resenting a criticism that removed General Lee from the context of the conditions in which he led, Southerners recognized the larger implications of having their society—its economy and customs—subjected to criticisms which fail to consider its total structure and special nature. More than any other person, Robert E. Lee embodied the spirit of the South, a personification of its ideals, the best produced from its past and the truest guide to the future. In attacking Lee, then, critics struck at the heart of the Southern heritage and the people's defense of this symbol of their heritage indicates, for all who can learn from this illustration, the living reality of the past to the Southerner.

It shows at a time when it needs to be shown that the South must be regarded in the context of its total structure, its past and its heroes, its customs and its aspirations, and not governmental processes of levelling has separated the Southerner from his traditions. While this reactive resentment to the criticisms of Lee concerns the embodiment of their traditions, no one must forget the passionate devotion to the tradition which the great general personified in his day and in memory of ours.

*Clifford Dowley*

2

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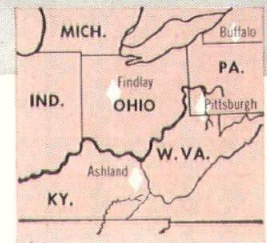
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