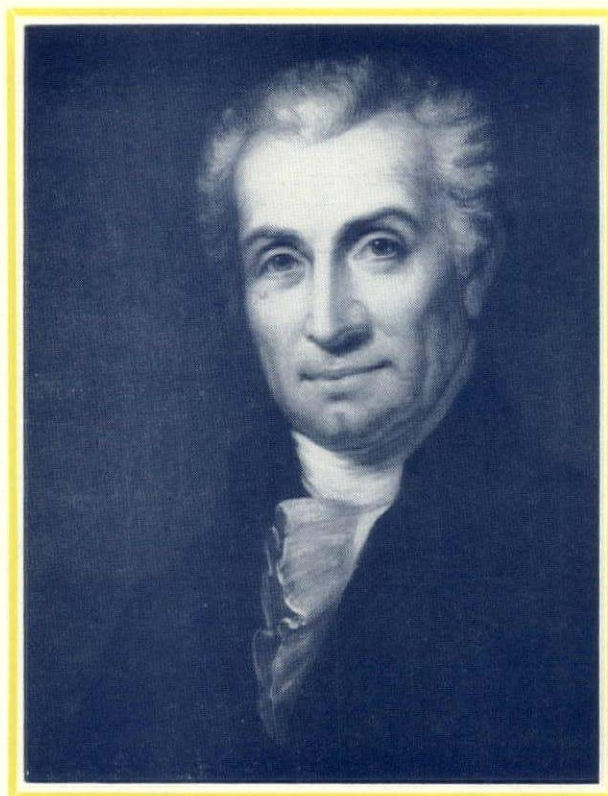


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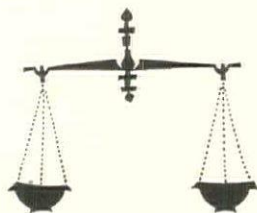
JAMES MONROE

In this issue:

- Presenting Francis A. Davis,
Virginia's State Highway
Commissioner
- A Tribute to the Pioneer Spirit
of Clinch Valley College
- Virginia Business Review
- Know Your Virginians—Part I of a two-part editorial on the
occasion of James Monroe's Bicentennial

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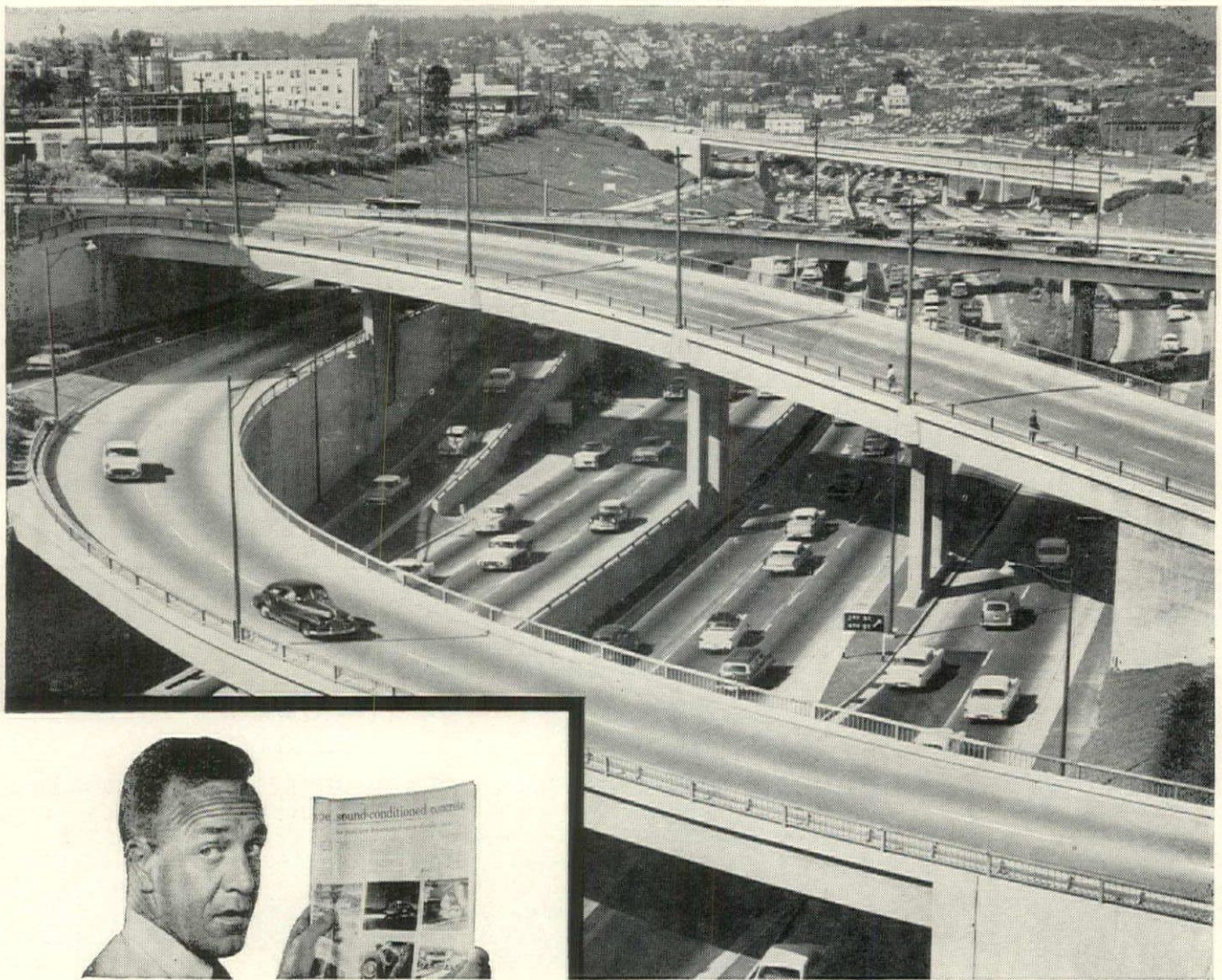
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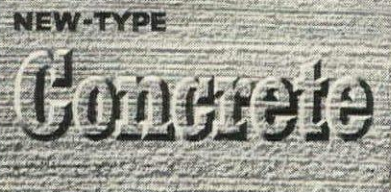
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VOLUME LXXX

MARCH 1958

NUMBER THREE

Know Your Virginians in the Nation's History

THE NATION IS HONORING the two hundredth anniversary of Monroe's birth this year with the issuance of a three-cent stamp, and for a century-and-a-half world politics in relation to the Western Hemisphere have been determined by the doctrine bearing his name. Yet, curiously little is known about the former Virginia governor who became the country's fifth president, and that little is distorted by those generalities which label aspects of history for convenient pigeon-holing.

A "plain man," he was called in a neat epitome of his background, and "dull" summarized the personality of this last leader of the Virginia Dynasty. Yet, how plain and dull could a young man have been who at the age of nineteen was commissioned major and appointed aide-de-camp on the staff of Brigadier-General Lord Stirling—who at the age of twenty was personally recommended by George Washington, at the age of twenty-one was selected by Thomas Jefferson as his protegee and military aide when Jefferson was governor? Repeatedly selected to represent the young nation in Europe, he was a vital influence in arranging the Louisiana Purchase, and certainly the delicate maneuvering required by such assignments would not be entrusted to a statesman characterized by either plainness or dullness. Then why is James Monroe categorized with these labels and barely outside the pigeon-hole reserved for those faceless marchers in the presidential parade such as Millard Fillmore and Chester Arthur?

A guess is that the strong Virginian suffered bad historical timing. In the perspective of history he, like the second Adams, came along in the wake of Jefferson's muchly publicized liberal movement and before the equally publicized Democratic movement in which Andrew Jackson introduced the rule of the mob. The next jump is to the often praised humanity of Lincoln, with *his* inaccurate label of The Great Emancipator. Thus we have a row of pinnacles that run . . . Washington, Jefferson, Jackson and Lincoln . . . and the presidents falling between are lucky if their names are spelled right.

The reputation of Jackson's successor, Martin van Buren, was wrecked in his own day by a label. The Western mobs chased him out of Washington by calling him an "elegant dandy," too exquisite for lovers of the true democracy, when the hard-working and skillful politician had begun life above his father's saloon in New York State and risen with the support of the Number One Democrat himself, "Old Hickory" Jackson. James Polk's achievements during the Mexican War period were dismissed in history when the label of "mediocrity," applied by political enemies, stuck despite all evidence to the contrary.

But neither van Buren nor Polk, one-termers, made contributions comparable to Monroe's, and no president spanned in the actions of his own life history such momentous changes in the nation's history. In the nearly half-century from his 18th to 66th year, Monroe acted in all the events whereby 13 British colonies on the fringe of an unexplored continent—which was divided between three British nations—changed into a new world power that could warn the old world powers (Monroe Doctrine) to keep out of the continent. It is inconceivable that a

(Continued on page 14)



A portrait painted from life by Benjamin West of Mrs. James Monroe, wife of the fifth president. To the left begins a two part editorial by Editor Clifford Dowdey on the occasion of Monroe's Bicentennial.

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COVER NOTE

James Monroe, a painting of whom appears on the cover, was the last president in the Virginia Dynasty. During his life (1758-1831) he was a soldier in the American Revolution, a U.S. senator, minister to France and to England, twice governor of Virginia, Secretary of State, and Secretary of War. He promulgated the Monroe Doctrine and was one of the negotiators of the Louisiana Purchase. This Virginian, whose accomplishments have earned him a place in the Hall of Fame, was born in Westmoreland County.

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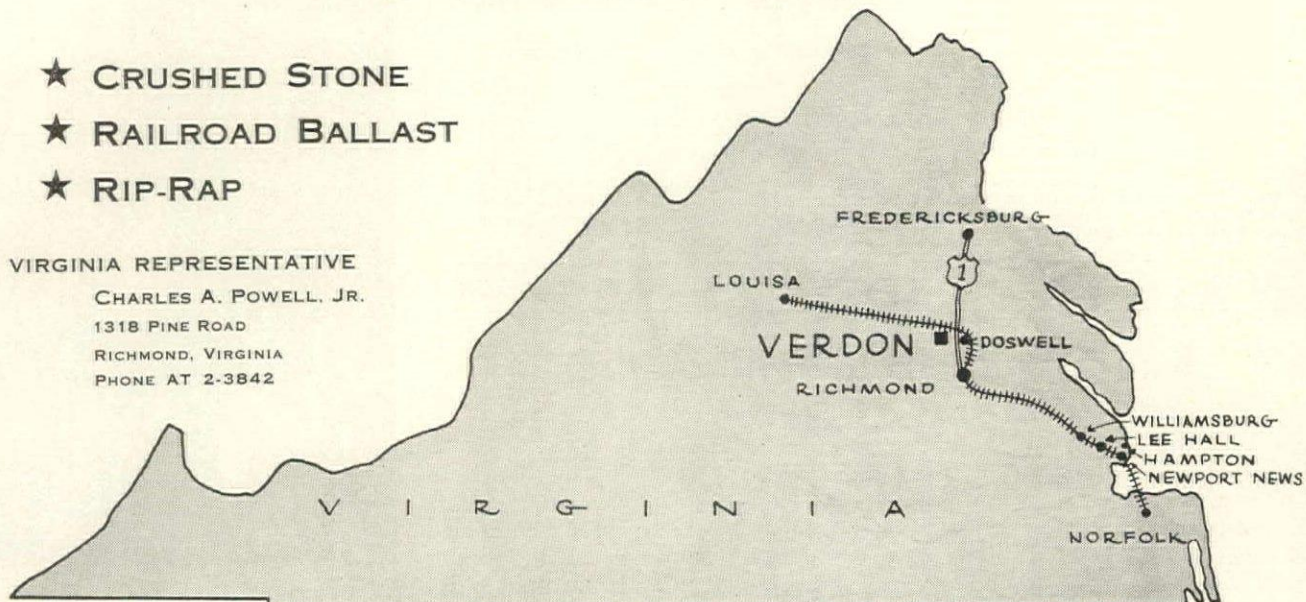
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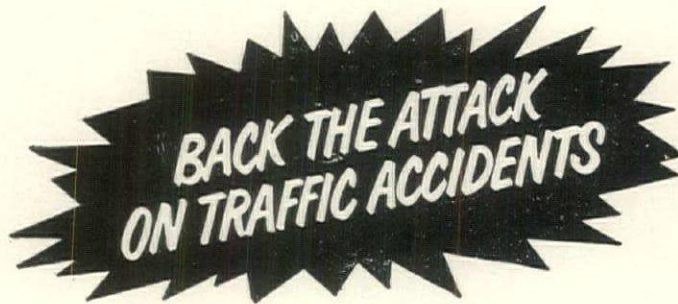
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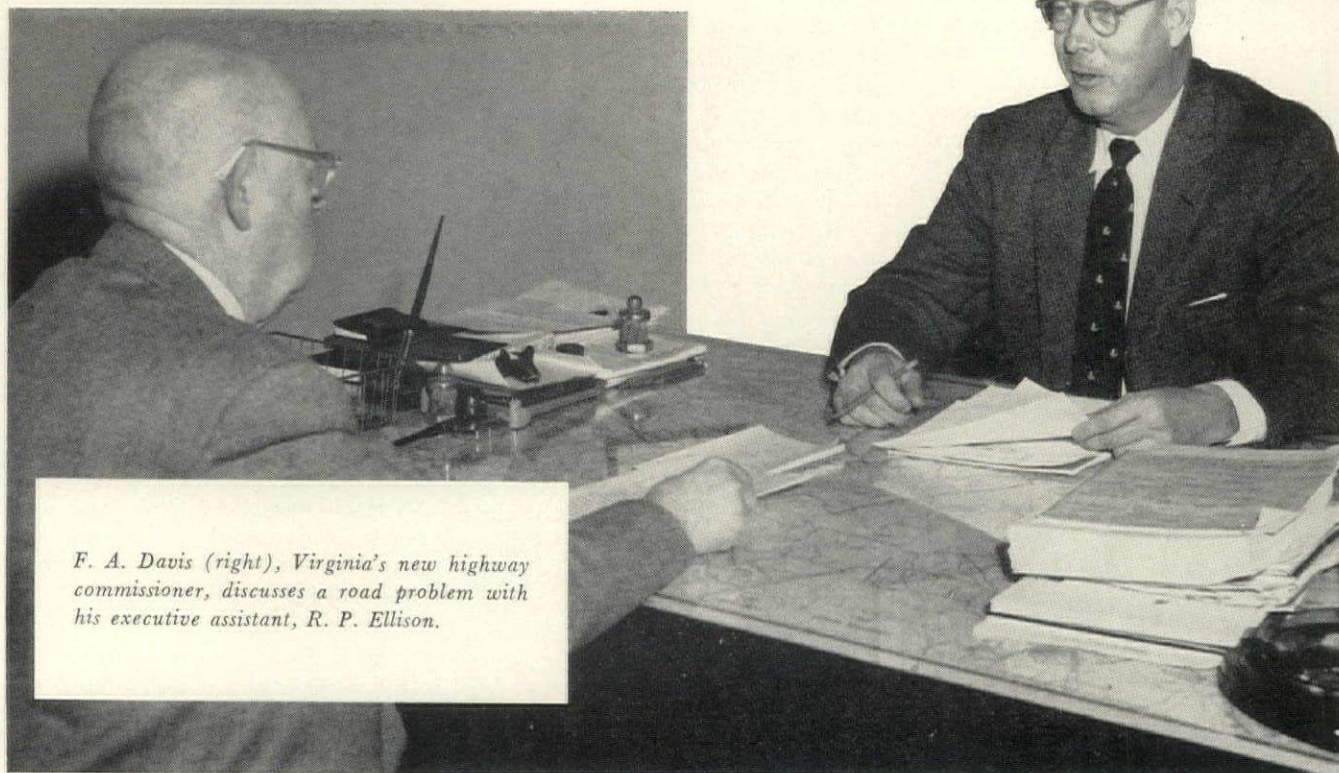
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Presenting



F. A. Davis (right), Virginia's new highway commissioner, discusses a road problem with his executive assistant, R. P. Ellison.

Virginia's State Highway Commissioner . . .

FRANCIS A. DAVIS

ONE DAY IN 1936, WHILE HE WAS RESIDENT ENGINEER at Franklin, Francis A. Davis received an urgent message from the Central Highway Office at Richmond.

It said: "Come to the Richmond office immediately."

Without taking time to change from his work clothes, Davis hurried to Richmond to the office of C. S. Mullen, chief engineer.

"We no longer need you as a resident engineer," he was told. After these ominous words had time to sink in, the chief engineer added with a smile, "We're making you a district engineer at Salem."

This was an important move up the ladder that has brought Davis to the top position in the State Highway Department. On December 31, he was named to fill the unexpired term of General Anderson who retired on that day as highway commissioner.

Davis is a calm, conservative man who goes about his daily tasks without becoming visibly upset by the many problems connected with the job that many consider to be one of the toughest in the state.

Davis was named to the highway commissioner's post for a term ending next June 30 at a particularly busy time

in the Department's history. The federal highway act which became effective on July 1, 1956, has brought many new and complex problems to the Department.

Davis described the past year as "one of the most challenging in the Department's history. The start of construction on the new interstate system brought problems that we had never faced before."

Regarding the future, Davis indicated he thinks the problems connected with the interstate system probably won't be increased. "We're getting the problem rolling now and, although we are not on schedule, I think we will have caught up by the end of 1958."

Davis continued by saying he is pleased with public acceptance of the interstate program. "Highway officials," he said, "expected much more difficulty in obtaining public understanding and acceptance of controlled access."

What are the qualities that have brought Davis through the ranks from a rodman on a survey party, the first job he held with the Department in January, 1919, to the job as Highway Commissioner?

(Please turn the page)

Here's the answer supplied by a working associate since the early 1920's:

"He is thoroughly familiar with every phase of highway work. During his 39 years with the Department, every job that has been assigned to him has been handled in a most satisfactory manner. He doesn't make snap judgments. Instead, he thinks things through and usually comes up with the right answer."

Davis' calmness and patience are characteristics that are important to him in pursuing his favorite hobby—fishing. When he has time off from the office and is not fishing—he's a member of the Providence Forge Hunting and Fishing Club—he can usually be found at his home in Richmond tying

flies or making his own lures.

On the walls of the highway official's south Richmond home you will find the products of another past-time—painting.

"I never took any lessons," Davis said. "I read an article about 10 years ago titled 'Anybody Can Paint,' and decided to try it and find out." This hobby, Davis admits, has been neglected during the past three or four years but, he says, he hopes to return to it when he retires. Some gardening and reading just about completes the commissioner's spare-time activities.

Davis was born near Cartersville in Cumberland County on September 6, 1899, the last of 10 children—five boys and five girls. After his mother died, his father gave up the family farm and went into the real estate business. Davis received most of his elementary and high school education in Pennsylvania.

He attended the College of William and Mary but did not graduate. Instead, he joined the Students' Army Training Corps during his third year. On January 19, 1919, after a year of military service, Davis joined the State Highway Department and has been with the agency ever since.

He started as a rodman on a survey party in the Burkeville area, moved up

rapidly and became a resident engineer at 25. In that capacity, he served 12 years at Amherst, Warrenton and Franklin. After the assignment as district engineer at Salem, Davis was brought into the Richmond office in 1944 and promoted to safety and personnel engineer. In 1948, he was named purchasing agent and, on July 1, 1955, he succeeded the late Burton Marye, Jr., as chief engineer—the Number 2 job in the Department.

Early to rise seems to be a maxim for Virginia Highway commissioners. Davis is no exception. He likes to get a good start in the morning and usually can be found at his desk by 7:30 or 7:45 a.m. (The regular work day begins at 8:15 a.m.)

The five-foot, 10 inch, 175-pound highway official is not a joiner. He belongs to no clubs except the Central Virginia Engineers Club and several highway organizations. During 1956-57, Davis served as president of the Southeastern Association of State Highway Officials.

Davis' wife is the former Mary Taylor DuPuy of Lynchburg. They have three sons, Francis Guy, William Jackson and Joseph Taylor Davis and a daughter, Sarah Ford Davis.

29

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Now let's take a few minutes to see what has been accomplished since June of 1956 when the Federal Aid Highway Act was passed by Congress.

Before proceeding with any studies and plans, it was necessary to establish uniform standards to work from. Immediate action was taken in this respect. Special meetings were called to bring together engineers who are experts in this field. From the results of these discussions, the design standards were approved by the AASHO and the Bureau of Public Roads on July 17, 1956.

One of the first steps in getting the big highway program under way, and complying with the requirements of the Act, was to determine the approximate location of the roads on the Interstate System. This information was completed and sent to the Bureau of Public Roads in January of this year.

The second step was a requirement of the Act that Congress be furnished in January of 1958 a detailed estimate of the cost to build the Interstate System to the approved standards. In order to provide for uniform estimates, and to meet the deadline set by Congress, the Bureau of Public Roads requested that these estimates be in their hands no later than July 1, 1957.

Both steps required detailed studies, and time was limited. The Highway Department realized that to undertake such a task on 1,012 miles of roads within this time, would cripple and delay the program on the other three systems. This work, therefore, was given to consultants and the studies were completed on time, and at what we consider a reasonable cost of \$383 per mile.

These estimates will determine the future programs of the Interstate System. How they compare with the original will probably not be divulged until Congress convenes in January.

It is widely conceded that the new estimates will be much higher, because of the approval of additional mileage and the adoption of higher standards since the submission of the original estimates.

to tell the Virginia Story

VIRGINIA'S HIGHWAY PROGRAM

*As outlined in an address to the
Virginia Road Builders Association
at Old Point Comfort in November*

By H. H. HARRIS

Assistant Chief Engineer, Va. Dept. of Highways

Bertram D. Tallamy, Federal Highway Administrator, has stated that the funds Congress authorized cannot possibly be matched by revenues anticipated during the 13-year period, and that it would take 16 years.

It is logical to assume that Congress would consider extending the time, rather than increasing motor vehicle taxes, or lowering the design standards. Therefore, if the new estimates exceed the amount authorized by Congress, the time may be extended even beyond 16 years.

Two other studies required by the 1956 Act are now being made by highway personnel in cooperation with the Bureau of Public Roads: (1) A study to determine what action the Federal Government should take to increase highway safety, and (2) A study regarding the maximum sizes and weights of vehicles to be operated on the Interstate System.

The latter study will be tied in closely with the AASHO Test Road now under construction in the State of Illinois.

Congress last year requested the Bureau of Public Roads to designate the toll roads and freeways that meet the design standards and fall within the 41,000 mile network of the National Interstate System. Recommendations have been made to include 2,105 miles of toll roads within 15 States. In this mileage is the 60 million dollar Hampton Roads Bridge-Tunnel project, and the 65 million dollar Richmond-Petersburg Turnpike.

Selection of the freeway mileage has not been announced. The Shirley Highway, sections of Route 60 east of Bottoms Bridge, and sections of Route 301 south of Petersburg, will probably

be the only roads in this category to be considered in Virginia.

Congress has also asked the Bureau of Public Roads to estimate how much it will cost to reimburse the Toll Authorities and the States for the construction of these facilities.

It has been indicated that approximately 5,000 miles will be involved. The initial cost of these roads will no doubt create quite an issue in the next Congress.

Last month the Department of Commerce announced the approval of a 2,102 mile addition to the present 41,000 mile Interstate System. As provided in the 1956 Act, 1,000 miles were added and, in addition to this, 1,102 miles were added through savings in relocating the original 41,000 miles.

Virginia's share of this additional mileage will be approximately 80 miles of a North-South route between Canton, Ohio and Charlotte, North Carolina, also, a short connection of 1.0 mile near Washington in Arlington County.

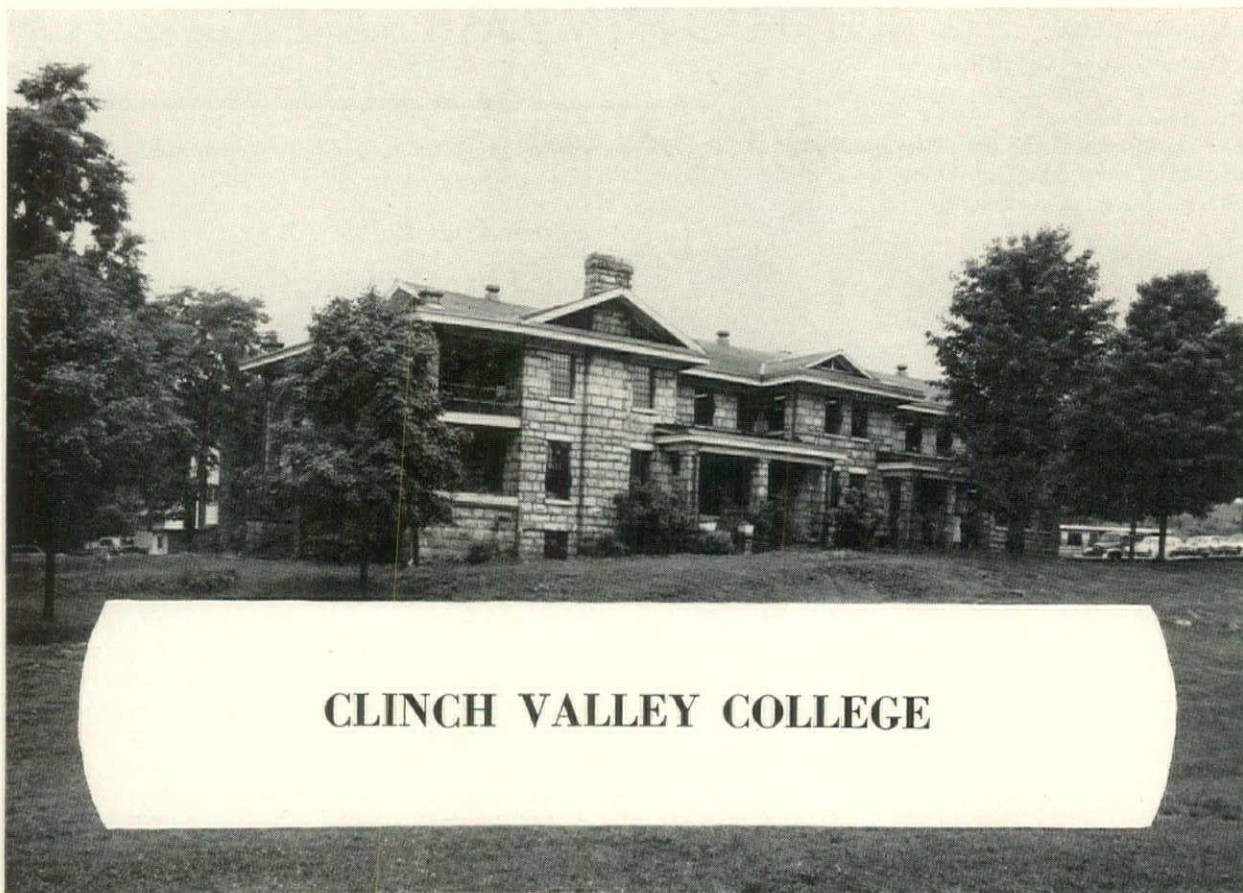
These additions will bring the total Interstate mileage in Virginia to 1,093 miles. It will add approximately 60 million dollars to our future construction program.

It might be of interest to you to take a look at a sample of the Interstate route marker approved by the AASHO and the Bureau of Public Roads. These red, white and blue markers will carry even numbers running East and West; odd numbers will run North and South, with numbering sequences starting in the South and West, respectively.


Now a word about what your highway department has been doing in the

(Continued on page 19)

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WHEN, LONG AGO, Thomas Jefferson, from his "Little Mountain," gazed through spy glasses across the rolling hills to watch a longtime dream becoming a reality, perhaps his vision extended even beyond the Albemarle reality to the ultimate fulfillment of the dream: "A system of general instruction, which shall reach every description of our citizens, from the richest to the poorest."

This was "the earliest (and) . . . the latest of all public concerns in which I shall permit myself to take an interest."

Many, many years later, another Virginia governor, J. Lindsay Almond, Jr., on a gubernatorial campaign in Wise County, was so vastly impressed by Clinch Valley College of "Mr. Jefferson's University" that he made a personal contribution of \$500 on the proviso it would be kept secret so as not to be misconstrued during the campaign.

Between Jefferson and Governor Almond, another recent Virginia governor, as president of the University, had received the idea of a branch college with such enthusiasm that he said, "No institution in Virginia would give a greater return for every dollar spent than Clinch Valley College."

The saga is one of determined and dedicated Virginians—also with a dream which has been realized.

In December, 1953, two public-spirited women took the idea of a branch college to Sam Crockett, then teaching extension classes in Wise. They were Mrs. W. A. Thompson and Mrs. Lois B. Tracy. The next step was organization of a committee of men (W. A. Thompson, Fred Greear, K. P. Asbury and State Senator M. M. Long) to meet with Mr. Crockett and investigate the possibilities of having a branch of the University of Virginia.

With the permission of Dr. George B. Zehmer, Dean of Extension, and President Darden, this committee met with the General Assembly and, in January 1954—pledging community interest and support—obtained approval as well as an appropriation of \$10,000 to carry out an experimental program during the next biennium. On the basis of such favorable action, the University's Board of Visitors authorized the president to proceed.

At the same time, the General Assembly had instructed the Virginia Advisory Legislative Council to study the whole question of "the crisis in higher education in Virginia" and to recommend what steps should be taken to meet anticipated increases in enrollment in institutions of higher learning. Supplementing this study, President Darden requested Dr. Francis G. Lankford, Jr., to study high school enrollment in secondary schools of Southwest Virginia, particularly with regard to graduates who continued study after high school.

The study revealed that an unusually large percentage of high school graduates in this particular area did not continue studies, and the VALC advised, in general, development of branch institutions as a feasible step to meet enrollment problems. The University next set out to ascertain if enough students would enroll at the proposed Southwest Virginia college to justify its undertaking.

All members of 1954 graduating classes in the area received letters outlining the possibilities of a local college and the proposed curricula, along with an application-for-admission form. By July 1, 65 students had applied, and the University announced that the college would open in September, 1954.

Meanwhile, in April of that year, the Wise County Board of Supervisors (composed of B. H. Body, G. Maddox, G. Horne and W. B. Lay) offered the facilities of Wise and a building then serving as County Poor Farm. When its inmates were transferred, there began the remodeling and furnishing necessary to condition it for a school program.

Under the administration of the University's Extension Division, Clinch Valley College was about to open, with Dr. Olen Kenneth Campbell as acting dean, assisted by Mr. Crockett, area director of the Extension Division. A faculty of eight had been assembled. And still there was the cautious question: was the need real? had the prospective students acted in good faith?

The faith of the founders was borne out when, for the first regular session, 135 fulltime and 184 part-time students enrolled. (An additional 197 in the 1955 summer session brought the first year's total enrollment to 516).

Individuals and organizations in the community had contributed time and labor and \$5,000 toward readying "the college." Fred Greear, University of Virginia alumnus, headed a group of Wise County alumni in support. Joining with him from the beginning were public spirited firms, such as Piggly Wiggly, and individuals including Earl and Fayne Jackson of Pound; George Wharton of Wise; Dick Sult of the First National Bank of Norton; officers, stockholders and board of directors of the First National Bank of Wise; Harold Jackson, Orby Cantrell of Pound, and Herb Thompson.

Remodelling was directed by Charles B. McElroy, a local architect, who started the engineering program at CVC. And, during the summer of 1955, with a special grant of \$5,000 from the G. Bascom Slemple Foundation and an appropriation from the University, a modern chemistry laboratory was set up. By late fall of that year, the operation was so obviously successful that the people joined President Darden in requesting the General Assembly for funds to make the institution permanent.

The 1956 session appropriated an operating budget of \$110,000 for 1956-58 and \$500,000 for new buildings. With

to tell the Virginia Story

property worth \$125,000 officially deeded to the college by the Wise County Board of Supervisors then composed of E. E. Brooks, R. C. Sikes, E. D. Mullins and John McKilgore), the University proceeded to purchase adjoining land. Thus was created a campus of about 250 acres, and the college ceased to be experimental in character.

This, the financial and developmental skeleton of a pioneer project, tells nothing of the laughs and struggles and makeshifts of the early days, when students, listening to orientation lectures in a barnyard, were joined by an equally enthusiastic litter of pigs. Crowded, without facilities, incredibly inventive, the students managed to build a wonderful *esprit* to hand down as "old-timers" to the second entering class.

From nine counties including Wise, Lee, Scott, Dickenson, Tazewell, Buchanan and Russell they came—the first year more than 100 students commuting a total of 1,800 miles a day. Then, the next year, 177 fulltime students traveled 3,700 miles a day! Thirst for knowledge? Yes, but also very soon an honor system was developed, also the first "social club" known as the "dirt daubers" as frozen young men pushed cars over the dirt roads and paths to the school.

The first dean, Dr. Campbell, with his wife set an energetic pattern. He taught all the education classes, in addition to fulltime duties as dean, and she set up and headed the Business College, teaching commercial subjects both day and night.

(Continued on page 25)



Students travel an average of 24 miles each to and from the college or a total of 3700 miles daily.

VIRGINIA BUSINESS REVIEW

by

ROSEWELL PAGE, JR.

THE GRAY PRODUCTS CO. INC., of Waverly, now has in operation the nation's largest capacity flakeboard plant. Its product is Grayco Flakecore, an extremely versatile manufacturing and building board. The plant material for which the first ground was broken in November, 1956, represents a one and a half million dollar investment and at present is flowing a \$3,500 weekly payroll into the community.

Elmon T. Gray, president, is quoted as saying he is highly pleased with the original reception of his project. The product is essentially pine logs processed into sheets of tightly compressed wood chips capable of producing 25 million square feet of $\frac{3}{4}$ inch thick flakeboard a year. The plant uses a process known as the multiple platen process developed in Germany some 20 years ago. It involves utilization of aluminum sheets, the platens, to carry chips into a heated press to form the basic flakeboard.

The logs are first debarked and cut into appropriate lengths for feeding into the flaking machinery which reduces the wood billets to chips. These are flaked and further reduced by hammer mills, then dried in rotary drum equipment. Later they are screened and sprayed with an area formaldehyde binder glue and a wax emulsion mixed and laid in an even blanket over the aluminum plates. These platens then go to a press that compresses the treated wood chips to tough durable sheets under pressure of 300 pounds per square inch and temperatures of 290-310 degrees Fahrenheit. Sheets are then trimmed, sanded and cut to size. The finished product is used wherever a high pressured underlamine is needed.

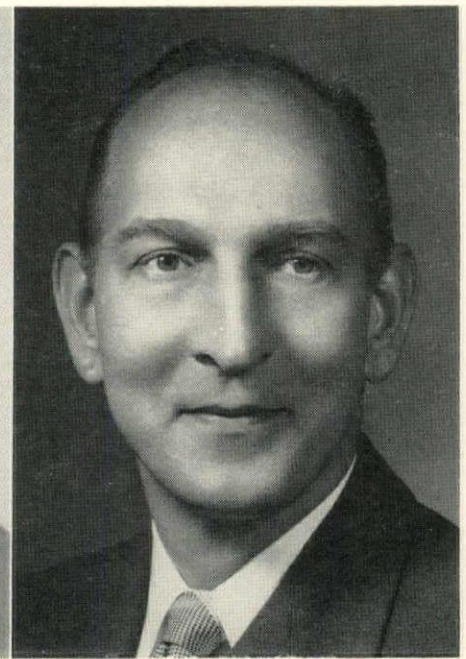


JOSEPH H. LAVERY

The plant, now employing 50 people, expects to employ 75 including salesmen when in full production.

A. Cabell Ford, director of sales for Southern Lightweight Aggregate Corp. of Richmond, has announced that Robert K. Duey, formerly chief engineer of Southern Lightweight Aggregate Corp., has been appointed Washington, Maryland and Pennsylvania structural engineering representative. He will make his headquarters at Gaithersburg, Maryland. Mr. Duey, Solite's first representative in the capital area, is a graduate of Carnegie Institute of Technology, has served on committees of the American Society for Testing Materials and the American Concrete Institute. He is a member of the Prestressed Concrete Institute and current treasurer of the Virginia section of the American Society of Civil Engineers. He served four years as an officer in the Civil Engineer Corps of the Navy in the South Pacific.

The appointment of Joseph H. Lavery as South Carolina sales representative was also announced at the same time. He will work out of the Charlotte office of the Carolina Solite Corporation. Well known among architects and in the building trade, Lavery comes to Carolina Solite from the Ashe Brick Company of South Carolina, where he held the position of North Carolina Sales Manager. A native of Charlotte he attended Charlotte public schools and Oak Ridge Military Academy. During World War II he served in the Army as a first Lieutenant in the European Theatre of Operations.



ROBERT K. DUEY

Southern Lightweight Aggregate manufactures Solite for use in lightweight structural concrete and lightweight masonry units. Plants are located in Bremo Bluff and Leaksville Junction, and in Aquadale, North Carolina, with offices in Richmond and in Charlotte, North Carolina.

B. L. Nunnally, public relations chairman, Virginia Department of Highways, reports on the winter meeting of the Old Dominion Purchasing Agents Association, Inc., held at Hotel Roanoke January 24 and 25.

This association is composed of more than 100 executives of purchasing departments in various commercial enterprises and governmental agencies.

According to Mr. Nunnally, the highlight of the program was an address by O. M. Mills, office engineer, Norfolk and Western Railway.

Douglas W. Laird, of the Virginia-Carolina Chemical Company, was moderator at a meeting for a discussion of association business. The forum subject was "Standardization."

Robert E. Misfeldt, of Narrows, purchasing agent for the Celanese Corp. of America, is president of the Old Dominion Purchasing Agents Association, Inc.

J. Rhodes Mitchell, vice-president of the Chesapeake & Potomac Telephone Company of Virginia, reports that the board of directors of the company, at its January 31st meeting, authorized an expenditure of \$5,378,000 for the improvement and expansion of telephone service in exchanges throughout

the company's operating area. More than 50 per cent of the subscribers in the C & P territory will benefit through the introduction of this wide range of calling.

Over \$2,000,000 was allocated for the Richmond-Petersburg area. Of this amount, \$1,916,000 will be spent for toll free calling facilities. Over \$854,000 will be used to install central office equipment and cable in Richmond. Chesterfield will receive for toll free calling \$173,000; Midlothian, \$99,000; Manakin, \$77,000; Bethia, \$33,500; Mechanicsville, \$5,000 and Varina, \$3,000. Ashland comes in for an expenditure of some \$368,000, which sum includes money for a new building, central office equipment and cable.

Some of the other major appropriations made by the board were \$1,145,000 for the Norfolk area, \$1,080,000 for the Culpeper area, \$364,000 for the Roanoke area and \$271,000 for the Staunton area.

NAMES IN THE NEWS . . . W. H. Wrenn, of Big Stone Gap, is the new president of the Powell River Industrial Development Corporation. . . . **Dave Isaac**, of Appalachia, has purchased Teppers Department Store in Norton. It will be known now as Dave's Department Store. **Robert Isaac** will manage the Norton store, and the Appalachia store will also remain in business. . . . **Gov. J. Lindsay Almond** has reappointed **Creed Kelly**, of Big Stone Gap, as Virginia's Chief Mine Inspector, a position he has held for 23 years, being first appointed by the late Gov. **John Garland Pollard**. . . . **Clay Pendleton**, native Roanoker, is the new manager of the Kroger store in Big Stone Gap. . . .

In Clarksville, Morgan-Rudd Ford Sales, Inc., has announced that **Marvin Thomasson** and **Morton Phillips** will be associated with the company as of February 15. . . . **S. Doyle Arant**, former paper mill superintendent with the Scott Paper Company, Mobile, Ala., has joined the Camp Division of Union Bag-Camp Paper Corp. in Franklin as superintendent of its paper mill department. **Sidney Milling** has taken over as Camp Division industrial engineer. His duties will be to determine safe, economical and easy methods of carrying out various job processes, particularly the design layout, method and organization of the paper sheet and rolled operations. . . . **D. Robley Wood**, president of the Bank of Salem, has been new president of the Salem Chamber of Commerce. He succeeds **Arthur Neuhoft**, general manager of Valleydale Packers, in this post. . . .

Miss Jean Curtis Old, formerly manager of Wyllie and Thornhill, an investment brokerage organization, has joined the Norfolk office of J. C. Wheat & Co. This announcement comes from **Laurence B. Wales**, vice president and general manager. . . . **B. Cowling**, former promotion agent for the Miss Universe programs in Virginia and North Carolina, and **Harry B. Milner** are president and vice president respectively of the Tidewater Promotional Agency, Inc., a new firm serving as promotional consultants to business and industry in Norfolk. . . . **Pretlow Darden**, president of Colonial Chevrolet Corp. in Norfolk, announces the election of **J. H. Hubbard** as vice-president and **Douglas M. Joyner** as treasurer of the corporation. . . . **Carl A. Olsson** of Chesapeake Corporation of Virginia at West Point has been appointed 1958 chairman of the Virginia Committee of American Forest Products Industries. The appointment was announced by **John B. Veach**, president of A.F.P.I., sponsor of the American Tree Farm

System of Growing Timber as a crop on tax payers' land. . . .

Norvil T. Dowdy, manager of the Charlottesville District of the Peoples Life Insurance Co. of Washington, D. C., announces the promotion of **Frank R. Lain**, of Trevilians in Louisa County, to assistant manager of that district. . . . **C. Monroe Mills** has been promoted to assistant vice president and Louisa office manager of the Peoples National Bank in Charlottesville. . . . **S. B. Campbell** has been re-elected president of the First National Farmers Bank of Wytheville. Directors included **S. B. Campbell**, **P. F. Campbell**, **Albert Carpenter**, **J. N. Crockett**, **J. F. Felty**, **H. N. Grubb**, **J. A. Lester**, **A. B. Newberry**, **F. S. Otey**, **W. P. Parsons**, **R. L. Peirce**, **N. W. Pendleton**, **M. S. Sanders**, and **H. L. Turpin, Jr.** . . . **Edward F. Gee**, vice-president and secretary of the State Planters Bank of Commerce and Trusts, has been elected to the board of directors of the B. T. Crump Company.

~

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Know Your Virginians—Continued from page 5

dull man could have been selected by fate and his fellows for leadership *at every stage of his life*, beginning when, as an 18-year-old student at William and Mary, he was appointed lieutenant in a company of the Continental line—and, hence, became the only president of the U. S. who served as a line-officer in the Revolution.

Yet, even in the accomplishments of his career, there was one element that, in a curious way, further explains the labels hung on Monroe. When he was president, peace came to the bitter factions that had struggled for power in the new nation and his administration was called "the era of good feeling." But Jefferson, Jackson and Lincoln

each promoted a partisan faction, to which each contributed some very powerful propaganda. The result was that their political descendants have kept alive the legend of those men for purposes of advancing their own causes, and phrases of those partisan leaders have been removed from context to be passed from generation to generation like the wisdom of the ages.

Probably no line in history has been so misquoted and misused as Jefferson's catch-phrase about all men being created equal; no American ever believed less in the equality of individuals than Jefferson, and the harm that has resulted from distortions of this line is incalculable and endless. Andrew Jackson's bully-boy methods of resolving the differences between the sections removed the South's legitimate grievances from the realm of principle and set the pattern of meeting sectional protest with force. His heroics sound stirring in the telling, but from him derived the ultimate resolution by force of arms when democratic processes failed. Lincoln contradicted himself constantly to suit the occasion, but partisan words of his, spoken in expediency, have been applied to the confusion of American problems for one hundred years.

While the facts about these men are glossed over, their myths go marching on, and as individuals these "champions" of partisan factions possessed that element of personal color that lends itself to legend. The many-sided Jefferson had his inventions; earthy Lincoln had his folksy anecdotes and

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aggressive Jackson his violent episodes. In comparison with these "characters," Monroe would not be a colorful personality. But not to be ranked among the characters, around whom legends have been spun, surely need not imply that Monroe (or any one else) would be the *opposite* of colorful. In comparison with these characters, George Washington also was not a colorful man, nor were many of the leaders whose considerable contributions did not happen to serve the purpose of partisan factions.

There was, however, an adjective applied to James Monroe when he was quite young that carries a connotation that could make him appear, what might be called at best, unexciting. That was "sensible." Both Washington and Alexander Hamilton, in recommending the ambitious twenty-year-old Revolutionary major as "brave and active," specifically called attention to him as a "sensible" man. This word does not come across to us as the high compliment it was in the 18th Century.

That was the Age of Reason, when men suspected the romantic and sentimental, the quixotic, and the turn of mind most admired was clear-thinking realism. In its practical application in a revolutionary movement, a cold-headed leader such as Washington needed most of all men of good sense—men whose minds were unclouded by impractical theories, unswayed by passing winds of doctrine, untroubled by personal compulsions, and, most of all, unfrightened by making decisions. A man of good sense had courage with discretion, initiative with sound judgment. He could be trusted with an important assignment in the assurance that his intelligence would be applied with self-confident energy, and nothing would divert him from the main objective. A man of good sense had the qualities that would be sought today in

a top executive, in business or industry or (hopefully) in government.

In this context, for Washington and Hamilton to recommend a twenty-year-old as a "sensible" man was to them just about the highest compli-

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ment they could pay. Considering that they were recommending what today would be a youth for responsible assignments in a revolutionary movement (and that Jefferson gave him an assignment), Monroe's older contemporaries obviously recognized in him the qualities of real stature.

Placing the adjective "sensible" in its background, and completing the commendatory phrase with "brave and active" (or, as we would say, "courage and initiative"), we can see James Monroe as his fellows on earth saw him, and, as they said in the Old West, "this was a man."

This is not a man whose eccentricities make amusing stories, who will be remembered for a sudden phrase or

extravagant gesture. He has no particular gift for words and no flare for dramatic moments. He was very self-contained, a quiet sort of person, forthright in his speech and in his actions, with an unyielding sense of personal honor. When Alexander Hamilton, his early supporter, later became his enemy, Monroe challenged him to a duel. Since the duel did not come off, there is no aura of romantic violence about him. But you can read his letter to Hamilton and encounter a very resolute character, of whom "sensible" would mean there was no foolishness about him.

However, the very inwardness of Monroe's strengths do not lend themselves to legend. They were strengths that inspired confidence in others and attracted powerful leaders to him, and they were the strengths that the nation needed for solid accomplishments during its fumbling, formative stages. As history is seen by a series of pinnacles, Monroe's were the quiet strengths that could be cast in the shadows by Jefferson's rare brilliance and remain unheard under the tumult brought into the American stream by Andrew Jackson's mob. When history is properly regarded in its continuity as a stream, it is manifestly inaccurate

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to label a highly effectual patriot as dull by *contrasting* him with the spectacular. There is no reason to label him as the opposite of what he was not.

In no field of life does the absence of one condition indicate the presence of the opposite. For a thing not to be white it needn't be black; it can be mauve or puce. Not to be rich does not mean poverty, not to be scholarly does not mean ignorant, not to be athletic does not mean puny. In our century, no one is called poor because he is not a Rockefeller. But in Monroe's background, as in his career, he was also labeled for the opposite of what he was not. Since his immediate family did not belong in the ruling powers of the day, the handy designation was "plain."

Non-Virginia writers on the state have accepted the myth by which Virginians interpret their past and have perpetuated a mythical social structure which was supposed to consist entirely of "patricians" and "plebeians." Curiously, there is nothing whatsoever in the recorded history of the state to support such a nonsensical theory.

The men whose ambition, energy and resourcefulness had won positions of Colonial power for their families by the mid-18th century came by and large from the same British strata of

those who did not make a big splash or, emigrating to the Colonies later, were later in winning these privileged positions. But the fact that one wave of emigrants had succeeded in establishing their families in conditions of impressive style, while the succeeding

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waves were on their way up, should not imply any aura of the patrician to the first Rockefellers while stamping as "plain" those families of substance, education and good manners who had not then made a killing out of land speculation and slave-labor.

Many families of fine background never produced a single member with the greed to acquire a large fortune, and surely, with centuries of perpetuity in England and Virginia, such unspectacular gentle folk could scarcely be designated as plain. Yet, they were never among the powers; they never desired to be, any more than segments of gentle people today aspire to great wealth and political control. Thus, it was no traditional status of aristocrat that set apart the grandees of the Northern Neck from the families who lived more modestly, and when James Monroe was born in Westmoreland County it is also most unlikely that his people considered themselves "plain" in comparison to the owners of the big estates.

Historians of varying degree make their obeisance to the plantations with fabled names, and assume that everybody else in the neighborhood lived, like the peasants around the old Rhine castles, in humble subjugation to the baron—or, here, "old Massa." Letters of the times do not bear this out at all. Countless inhabitants of those places of "conspicuous consumption" were referred to as bores and ignoramuses, and even less deference was accorded to stupid oafs because of their family connections than it is today. The times were dynamic when men of dynamism

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were needed, and fat livers off an early pirate's gains were too flabby to be of any use.

The big man of action, Washington, and the big man of ideas, Jefferson, were lean people, hard and supple. Washington began life as a surveyor, as did the younger Jefferson's father, but this should not imply that they were "plain" in comparison to some elegant nothing who was content to gamble away the money earned by an earlier Indian trader. The times were in flux, with nothing of the static quality—the rigid division of classes—that has been palmed off as history. In point of fact, James Monroe came of a background of interesting people and, at least on one side, of very substantial people, and no recorded line of Monroe's nor any recorded fact about him indicate any awareness of any struggle with a social handicap.

Clifford Dowley

HIGHWAY PROGRAM

(Continued from page 9)

past 17 months to advance this big highway program.

You will recall that the Act provided that the first three years' allocation to the States on the Interstate System would be based on population, road mileage, and area, with the major emphasis on population. After the third

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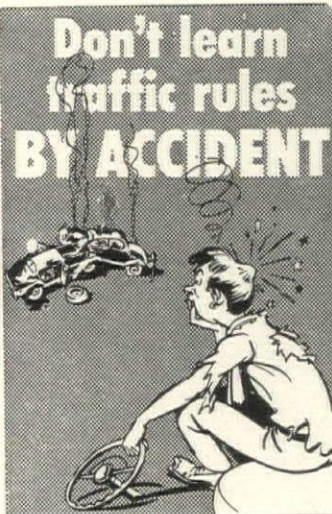
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year allocations would be based on relative need, as determined by the estimated cost of completing the Interstate System in each State.

Allocations on the Primary, Secondary and Urban Systems would be made as heretofore on the basis of population, road mileage, and area.

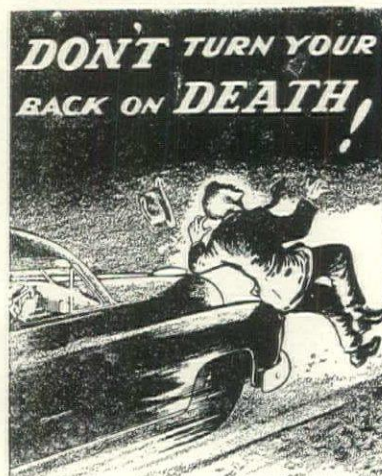
All of the States have now received the first three years of Federal funds. The third apportionment covering the fiscal year 1958-59 was made available by the Secretary of Commerce on August 2, 1957. This appropriation amounted to \$2,875,000,000, making the total for the three years \$6,550,000,000.

Virginia's share for the third year was \$52,732,539, bringing the total for the three years to \$153,041,497. Approximately 98 million dollars of this amount was for the Interstate System.

We are proud to say that we do not have any backlog of funds, State or Federal, on the Primary, Secondary and Urban Systems.

Because of the studies previously mentioned, and the time needed in the preparation of plans for a fully controlled highway, funds on the Interstate System have been accumulating to the extent that we now have a backlog of approximately 46 million dollars.

Extensive efforts have been made to acquaint the people with the physical features and benefits of controlled access highways. Our engineers in the Richmond Office, and in the field, have taken every opportunity to talk to civic clubs and other interested organizations on this subject.



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At your Annual Meeting last year in Roanoke, I told you that it would be the early part of 1958 before you would see much dirt flying on the Interstate System. A schedule of work to be advertised in the first six months of 1957 was given you at that time. In June of this year another schedule for the last six months of 1957 was prepared and sent to you by the Construction Division.

The schedule for the first six months of the current year was followed very closely. It is evident, as you have no doubt found out, that we were somewhat over-optimistic in the preparations of the schedule for the last of this year. Many of these projects, especially on the Interstate System, will be carried over into the first half of 1958.

We have prepared a schedule of advertisements for the first six months of 1958 that we feel we can live with. You will observe that this schedule is exclusive of plant mix and surface treatment work. Copies of this schedule can be obtained from the Highway Office.

It is estimated that the work in this schedule, exclusive of rights of way, will amount to 73 million dollars.

A schedule for the last half of 1958 will be available for you in June. It is estimated that the value of work to be advertised for contract in 1958 will total approximately 142 million dollars including plant mix and surface treatment.

Some of the producers are no doubt wondering what this means in material

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It is only through proper long-range planning that we can spend every dollar wisely, keep on schedule, and at the same time stay within the funds available. We intend to keep our highway records in good order at all times so that we will not find ourselves in the position that we do not have sufficient funds to pay our contractors, suppliers, and employees, for their services. We will strive to maintain as nearly as possible a balanced program throughout the year.

I would like to take this opportunity to state that we are continuously bringing our methods and procedures up to date to meet today's problems and tomorrow's deadline.

Despite the shortage of engineers and the many complex problems, we have completed approximately 75 miles of surveys and plans on the Interstate System, of which 34 miles are now under contract.

We well realize the futility of attempting to secure sufficient manpower to meet the required schedules with old-fashioned methods of surveying, preparing plans, calculating quantities, etc. We are therefore turning to more modern methods. Among the equipment secured or ordered to expedite this work, are, (1) an airplane



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for aerial photography, surveying and mapping; (2) a Kelch plotter for determining and plotting topographic features and contours from aerial photographs; and (3) an IBM 650 Electronic Computer for the calculation of grades, earthwork quantities, and many other engineering computations.

To speed up your operations, we have discontinued the use of selective grading on future projects, and we are revising our road and bridge specifications to utilize up to date methods, procedures and equipment. As I mentioned in the beginning, we are in this highway business together and neither can afford to, nor wants to, neglect the problems of the other.

As a highway official from one of our neighboring States recently said, "If we are performing an operation the same way today as we performed it ten years ago, it must be wrong." In other words, we must be continually on the alert for new and more efficient methods.

While talking on this subject of cooperation, I would fail in my duties if I did not pay tribute to the excellent cooperation and assistance rendered the Highway Department by your Engineer-Director, Archer Gay. He is always available for conferences on our mutual problems and has worked untiringly with Mr. Clarke and others of the Highway Department in the revision of our Construction Specifications.

In conclusion, I would like to say that you have been most considerate and patient in this period of transition to "big time" construction. We believe the first hurdle to be the highest and our future construction schedules will be met.

We have prospered together in the past, we are working together harmoniously now, and I have no fear in stating that we will go forward together to greater accomplishments in the future.



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Letters to Editor

My dear Sirs:

May I take this opportunity of expressing my sincere appreciation for the January issue of The Virginia Record which was dedicated to my inaugura-

tion as Governor.

I am grateful for the generous references to me and Mrs. Almond and to the friendly and inspiring expressions from the many individuals and concerns who had part in making the edition possible.

Sincerely yours,
J. Lindsay Almond, Jr.

PRESTON MINING CO., INC.

VAN SANT, VIRGINIA

is proud of the progress of Clinch Valley College.

I enjoyed talking with you . . . the other night, and appreciate your interest in our Clinch Valley College. . . .

We appreciate your coverage of our Dickenson County Diamond Jubilee, and Mrs. Ault worked with our people in a fine way.

I also had the pleasure of working with Mrs. Ault on a kick-off story for Bedford County Bicentennial in your magazine.

Your group is doing a wonderful job for Virginia and its counties. . . . Keep up the fine work.

Cordially,
J. Hoge T. Sutherland, Supt.,
Dickenson County Schools

BOWERS CONSTRUCTION COMPANY

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Mr. Clifford Dowdey, Editor:

Thank you for that copy of your February 1958 issue which we received from you yesterday.

Your magazine presents a pleasing appearance. It is well edited and well designed. All photos are splendid. You have cause to be proud of your publication.

Yours truly,
P. M. Barger, President,
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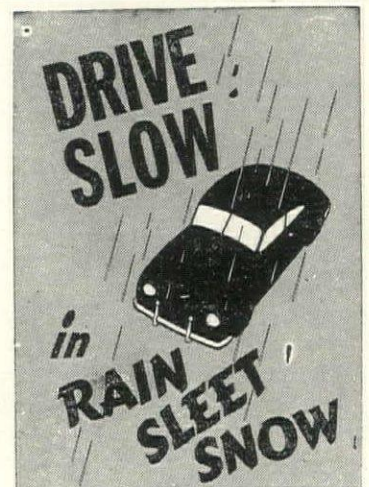
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Clinch Valley College

(Continued from page 11)

The men and women studied hard, but they also started a glee club, a Veterans Club, basketball and baseball, the Highland Players, a chapter of the Future Teachers of America, a school paper (*The Highland Cavalier*), a school band, an annual (*The Outpost*).

In 1956, 54 students received two-year certificates and became the pioneer graduating class. Also, at the end of the first two years, President Darden said, "Clinch Valley is the most refreshing experiment in education that I've ever seen, barring none."



Grady Dalton, an active supporter of the college in General Assembly.

J. Hoge Tyler Sutherland, Superintendent Dickenson County Schools, says:

"The opening of Clinch Valley College at Wise has made the biggest educational impact on Southwest Virginia of any single event during the third of a century I have served. A few of our citizens have taken graduate or professional courses at Charlottesville. Until now the University of Virginia has been a little-known name in our section, some (three hundred) miles away. Dickenson County high school graduates can now, for the first time, stay at home and drive to college each day. More and more of them are doing just that."

"Dickenson County has the largest percentage of sub-standard teaching certificates in Virginia. Clinch Valley College is giving two years of college training to many of our prospective teachers. It provides Saturday and summer courses for teachers, within driving distance of their homes. Its stimulation has been such that large groups of teachers are regularly taking college extension courses from the University of Virginia. From every viewpoint, Clinch Valley College has

to tell the Virginia Story

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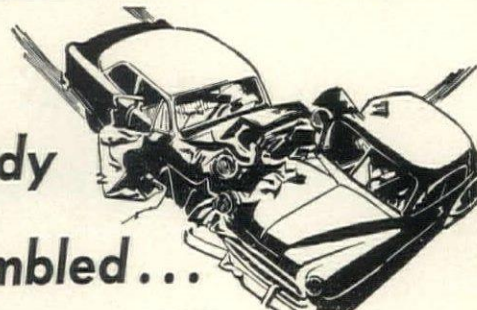


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Urges Financial and Legislative Support for Southwest Virginia's
Commendable Clinch Valley College

GRADY W. DALTON, *Executive Vice President and*
Member of Virginia House of Delegates

*We are proud of Clinch Valley College, its
contributions and its aspirations.*

Wise Coal & Coke Co.

NORTON, VA.

given Dickenson and all surrounding counties a real shot in its educational arm."

"Clinch Valley College serves an area largely populated by sons and daughters of pioneer Anglo-Saxon stock. Our young people crave the benefits of educational opportunity. They will produce our share of the leaders of tomorrow. I have no doubt whatsoever that the results will be good. Virginia has made no better investment than in Clinch Valley College."

Now in its fourth year of operation, Clinch Valley College faces the problems of any vital, necessary institution bursting at its seams. It requires increased financial support to realize its full potential service, for beyond doubt the community's need for it has been demonstrably established.

Some increases in operating funds were proposed in the new state budget, but friends of the college, in a large delegation, drove nearly 400 miles the first week in February to plead with the House Appropriations Committee for additional funds. They asked \$350,000 for building a combined auditorium and gymnasium, some \$50,000 more in operating funds, and \$75,000 for road and campus improvements.

The fact that the legislature approved the grant of \$350,000 for the building and appropriated \$78,000 for operation and maintenance attests to the sincerity and effectiveness of the unique delegation.

M. M. Long, senator from Wise County, introduced members of the delegation. Most eloquent and touching was the appeal from Don R. Pippin, a

*We are proud of
Clinch Valley College*



Bank of Pocahontas



POCAHONTAS, VA.

student, who said: They sent me 300 miles to in three minutes convince you of our needs. This would be the job for a Daniel Webster." He told of 62 talented musicians who cannot form a band because of lack of space to practice and how gym classes must be held in the last period of the day because there are no showers.

Dean J. C. Smiddy, told the committee, "The only recreational activity we've got now is sleigh riding—there are plenty of hills."

General Assembly members speaking for the college included, in addition to Senator Long, Senator Harry C. Stuart of Russell County; the two Wise County delegates, James L. Camblos of Big Stone Gap and Orby L. Cantrell of Pound; Delegate Garnett S. Moore of Pulaski County and Delegate William C. Fugate of Lee County.

Another moving speech was made by Tommy Peake, a Norton high school senior who was president of Boys Nation. To illustrate how his community is losing native talent, he gave as an example his own three brothers and sisters who went away to college, got jobs elsewhere and did not return.

Other speakers included Dr. J. J. Kelly, superintendent of Wise County schools; Lundy Wright, Dickenson County school supervisor; Herman

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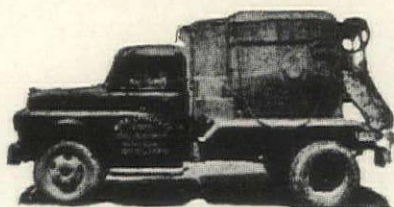
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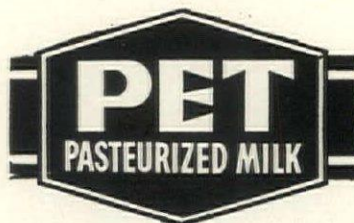
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ST. PAUL, VA.

*"There Is No Better Investment Than
Clinch Valley College"*

FIRST NATIONAL BANK OF WISE

WISE, VIRGINIA

*We Pledge Continued Interest in Clinch Valley College,
the Bulwark of Future Progress
in Southwest Virginia*

Caledonia Coal Company

NORTON, VIRGINIA

Huff, executive secretary. Norton area Chamber of Commerce; Thomas Bowen, a Norton lawyer among others. Tazewell County banker, Grady Dalton, as a first-term member, was constantly proving his ability as a campaigner in the interests of knowledge-hungry students of the southwest.

Inability to finance a four-year college education is the case in many instances in the area, it was pointed out, and Mr. Huff stressed the fact that far Southwestern Virginia counties have 11.2 per cent more children under the age of 19 and 50 per cent less per capita income than state averages.

A long editorial, appearing in the Coalfield Progress at the time of the delegation from Wise to Richmond, ends: "Just more of the most convincing evidence that Southwest Virginia, the Mountain Empire, if you please, is absolutely solid, in request for this appropriation, regardless of politics, or any other civic activities. Never saw anything in Wise county to compare with the unanimous effort in support of the amendments, and bet the old appropriations committee will be glad when the issue is settled!"

Clinch Valley College has two programs to offer: a transfer program and a terminal program. The transfer program provides the first two years of regular college work and of professional work in the fields of commerce, education and engineering for students who wish to transfer for further study to another institution. The terminal program provides one and two year courses of study in general and special fields for students who do not expect to work

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Robert E. Coyle, Sr., a member of the House of Delegates from Haysi, says that Clinch Valley College is "a godsend to us."

toward degrees.

Work in the Transfer Program corresponds to similar work at the University of Virginia and Mary Washington College, where credits are accepted except in the case of consistently low grades. Three types of financial aid—scholarships, loans and student employment—are available to needy students. St. Paul National Bank this year is giving a \$289 scholarship.

The Terminal Program combines general college degree-credit courses with technical and professional non-credit courses. These one and two-year courses lead to certificates in the fields of accounting, business, general education and secretarial science as well as to such vocational objectives as general, office, correspondence and file clerks,

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Best Wishes for the Continued Progress of

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*We are proud to be among the backers
of our Clinch Valley College.*

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Heartiest Felicitations to Clinch Valley College



Interstate Railroad Company

ANDOVER, VA.

office machine operator, secretary, stenographer, typist, sales clerk, manager, accounting clerk and junior executive.

In addition to the work given at the College, the University offers, through the Extension Division, a program of afternoon and evening extension classes both at the College and in surrounding areas. This program includes both formal degree courses and informal courses, with a curriculum adapted to the interests of applicants at any given time.

The infant college, approximately a mile from the center of the town of Wise on Route 646, is about 320 miles from the parent university where Jefferson pioneered in the field of education.

Fittingly the first yearbook of Clinch Valley College is dedicated "To the Pioneer Spirit."

"To the spirit of the people of Southwest Virginia, who blazed the trails for an educational opportunity as their ancestors had tamed this mountain empire

"To the spirit of Mr. Jefferson, whose university provided means and assurance for an exciting and refreshing experience in exploring the potentialities of an unlimited frontier.

"To the spirit of the first dean and faculty, who shared with the students those hardships accompanying the establishment of a community college.

"To the spirit of an earnest student body, which had faith in the permanence and thrilled to the newness of a valid experiment in education.

"To all these we attribute the goodness and prosperity of Clinch Valley College."



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We promise you'll come again!

Best wishes from

**THE COALFIELD
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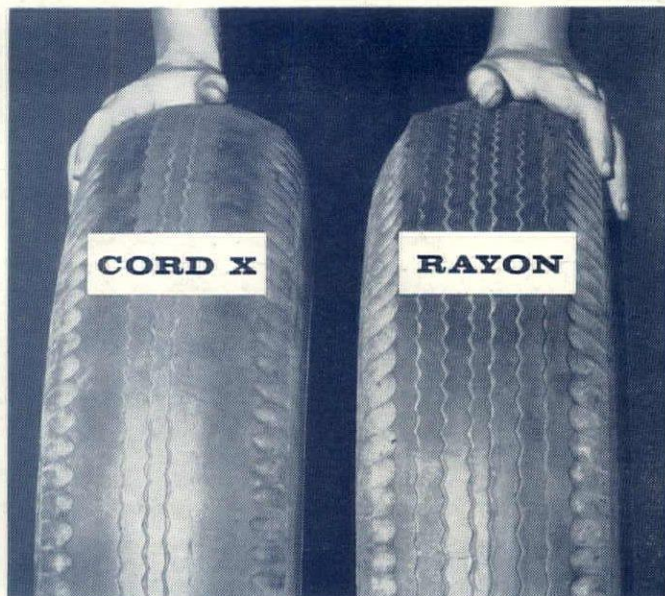
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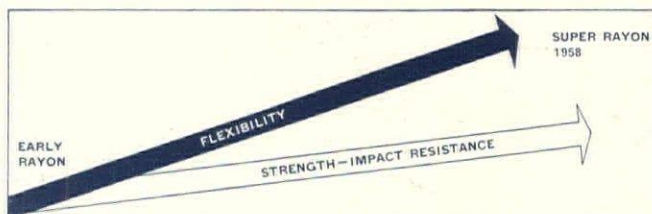
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