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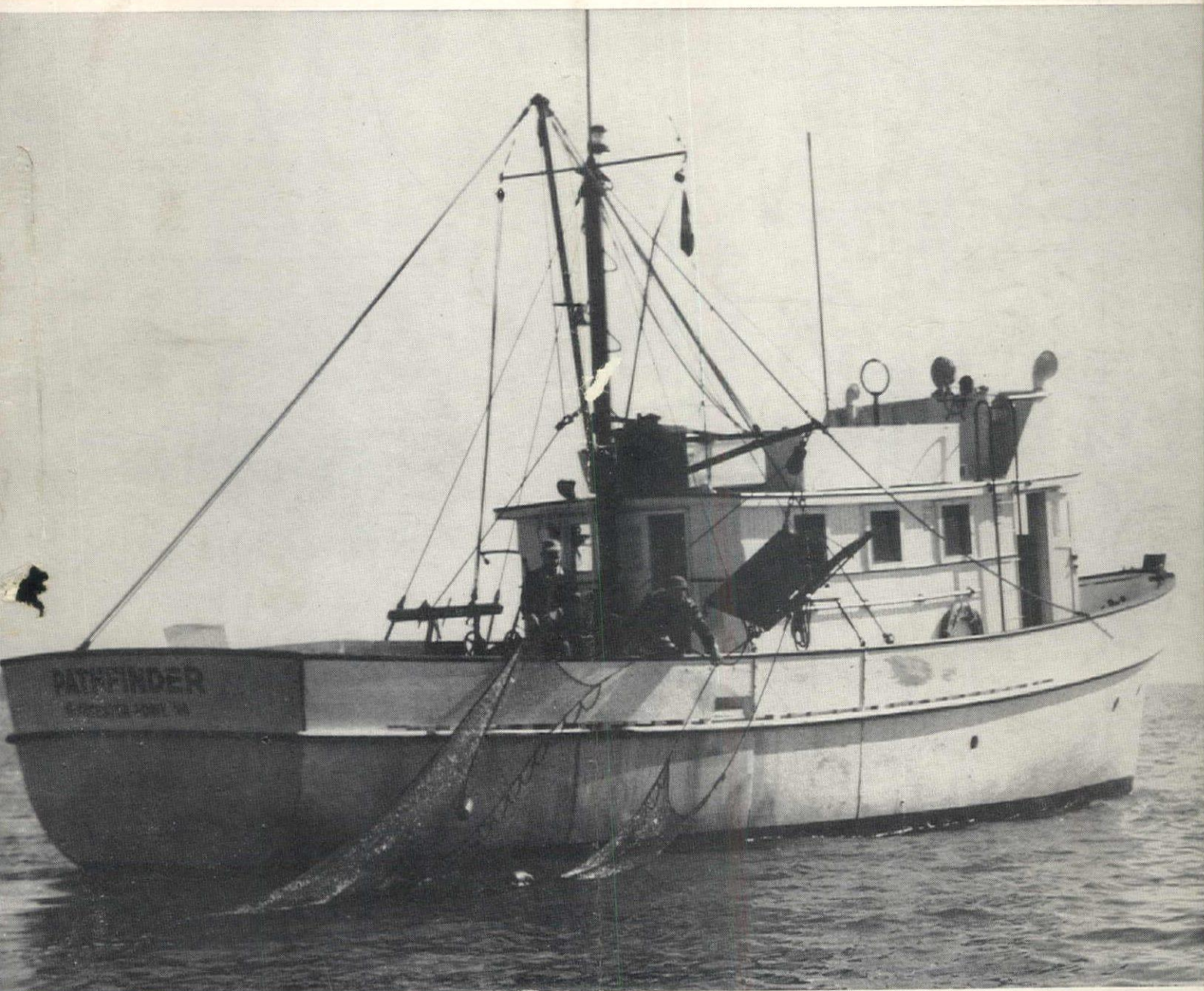
Virginia RECORD

DECEMBER
1958

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PUBLICATION

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- THE VIRGINIA SEAFOOD STORY . . .
and a profile of the Virginia Commission of Fisheries
- A REVIEW OF THE VIRGINIA DRIVER

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COVER NOTE

Our cover is a seagoing portrait of the "Pathfinder," research vessel of the Virginia Commission of Fisheries. Especially designed for marine research, the "Pathfinder" is a veritable floating laboratory in which Virginia biologists ply rivers and the Chesapeake Bay to determine such facts as what fishes are present and how abundant they are at each season of the year. The "Pathfinder" is also invaluable to scientists studying parasites and to oyster research men. (Photo courtesy the Commission of Fisheries)

"As It Was in the Beginning . . ."

With this season, we are probably approaching the end of the time when it will be legal to dream of a "White" Christmas.

The present trend to change sociological structures by edict is directed toward denial of differentiations between races, nations and even individuals, and the special occasions of individual groups must be lost in that day when all the peoples in the world will be one happy global family.

People will learn that the color of a Chinaman's skin does not make the Oriental different from the Occidental, and it will be very bad form to admit the racial existence of the Chinese. By then, of course, the transition will be simple for Americans who have practiced at home the denial of the existence of the Negro as a member of a different race.

Definite moves are already in progress toward this end. Newspapers are not supposed to identify a person by his race, on the principle apparently that this is beside the point. Folk songs are constantly being rewritten to remove the mention of the existence of the Negro. A fine new version of *Carry Me Back* changes the line, "where this old darky's heart am long to go," to "where this soul and heart am along to go."

When Columbia records produced the *Confederacy* album, they used the proper words to *The Yellow Rose of Texas*. It is a love-song to a mulatto, with yellow rose referring to a bright-skinned girl, and the refrain goes, "She's the sweetest rose of color this darky ever saw." But in their single record number, designed for popular consumption, the words were changed to a meaningless "She's the sweetest little rosebud that Texas ever saw."

To remove the suggestion of former

slavery, in "Jimmy cracked corn, and I don't care," the reference to "the massa's gone away" is changed to "the boss has gone away." Naturally "Old Black Joe" will become "Poor Old Joe" and the "tar baby" doubtless the "raw baby."

From songs and folklore, the decolorization process will continue through literature and then history, until the point is reached where the heritage from the past will have been cleansed of all that was unique and influential in forming a people's character and a region's culture. Cut off from roots and with regional memories a distorted blur, the New Society—in which every member will not only be equal to every other but all precisely alike—will exist in some sort of vacuum wherein the National Mentors will experience no trouble in impressing their ideologies on minds similar to a blank slate.

Today in Russia, we observe the strict enforcement of the taboo on religion, where man is turned from his relation to God and moulded to relate only to the State. It is against the world dominance of this godless empire that the policies of the U. S. are directed, and it is significant that the Washington authorities have not selected the Faith of the Fathers as the force with which to withstand the global spread of Soviet Communism. Tacitly admitting that America does not put its trust in man's relation to God, our omnipotent Powers have placed our destiny in a doctrine of world-wide "Togetherness."

The effect of this "Togetherness" at home is already observed in the changed nature of the National Capital and other metropolises. The common saying has become, "Nobody lives in

(Continued on page 23)

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SHUCKED OYSTERS
PACKERS OF CRAB MEAT

THE VIRGINIA SEAFOOD STORY

... AND A PROFILE OF THE VIRGINIA COMMISSION OF FISHERIES

by ROSEWELL PAGE, JR.

(Photos courtesy of the Commission)

As you sit at the "Raw Bar" in the Raleigh Hotel, successor to the famous Ruegers of Richmond's former years, or in any other top flight eating place in Virginia where seafood is served, your being is, in all probability, completely filled with the enjoyment of perfect gustation.

Those oysters on the half shell can hardly be matched for deliciousness in any gourmet's selection of delectable foods. But what do you know of their origin?

Because of most men's relish for "the fishes of the sea", oysters and other crustaceans, there is in Virginia a complex industry worth somewhere between 20 and 30 million dollars (dockside landed value) annually to this commonwealth's economy. Yet to the average landlubber beyond the confines of Virginia's eastern seaboard and the tidewater tributaries of Chesapeake Bay and the Atlantic Ocean, little is known of the intricacies and ramifications of the seafood business. It is a story infinitely thrilling and charming, full of information and interest for all who are concerned with Virginia's well being.

THE COMMISSION

To find out something about it, go to the new, old city of Newport News, situated on Hampton Roads at the mouth of the James River. There, just across the street from the Warwick Hotel on land almost adjacent to the Memorial Arch for the soldiers of World War I, is seated the headquarters of the Commission of Fisheries of Virginia. This body of interested and public spirited Virginians is headed by the Hon. Charles M. Lankford, Jr., of Franktown, Northampton County, on Virginia's Eastern Shore.

The other members of the Commission are, at present: Mr. W. Collin Chilton, Kilmarnock; the Hon. James

B. Martin, Gloucester; Mr. Charles R. Bagnell, Eclipse; and Mr. Richard B. Kellam, Norfolk.

Administration posts are filled by: George H. Badger, Jr., civil engineer; Franktown, Va.; J. K. Sinclair, assistant engineer, Gloucester, Va.; Charles J. Kerns, assistant engineer, Gloucester, Va.; J. T. Meyer, superintendent of hatcheries, Richmond, Va.; and J. William Ryland, chief fisheries inspector, Urbanna, Va. Ben T. Gunter, Jr. serves the Commission as attorney.

According to the wording of the code of Virginia, art. 28-11: "The Commission shall consist of a chairman and four additional members. They shall be appointed by the Governor, subject to confirmation by the General Assembly, if in session when such appointments are made, and if not in session, then at its next succeeding session. The Chairman shall be appointed as such by the Governor. The Chairman shall be Commissioner of Fisheries and shall devote full time to the duties of the office."

In art. 28-16 the code further states: "The Commissioner and the associate members shall jointly exercise all of the powers herein conferred, except that it is the intent of this section that the Commissioner shall, except as otherwise provided, be wholly responsible for the enforcement of the fish and shellfish laws and for the appointment of all employees."

In art. 28-19 is read these words: "The Commissioner is authorized to appoint all of the officers and employees of the Commission of Fisheries, including all inspectors and police boat captains, and shall have full control of all the employees of his department, excepting the associate members. He shall employ such agencies and employees as the good of the service may, in the opinion of the Commission, require,



VIRGINIA'S UNDERWATER VIL-LAIN—Oyster drills make small holes through the shells of oysters, through which they insert their feeding tubes (see arrow) to devour the oyster meat. Research is directed at controlling this pest.

and all such employees shall be subject to his orders."

In art. 28-20 of the same code, appear these: "The Commissioner shall faithfully, impartially and efficiently enforce all the laws of this state relative to the fish and shellfish industry in the tidewaters of the Commonwealth or under the jurisdiction or under the joint jurisdiction of the Commonwealth, and shall see that all laws relating to fish and shellfish are enforced and observed. It shall also be the duty of the Commissioner to see that the employees faithfully perform the duties prescribed for them by law and observe such rules and regulations as may be laid down by the Commission or Commissioner for their government."

Further, in art. 28-95, there appears this statement: "The Commission after public hearing may make such rules and regulations and at any time modify the same shall be taken, the closing or taking or catching of fish and all shellfish or any one or more of the aforesaid specified classes or the method by which the same shall be taken the closing or opening of any specified area, for the taking or catching of same, or any or more of them, or any devices or methods used in connection therewith, which rules and regulations shall have the full force and effect of law; and any violation thereof is hereby declared to be a misdemeanor and punishable as such."

According to authority given by the above, the Commissioner, with the approval of the other members of the Commission of Fisheries, has organized the Commission of Fisheries to carry out the laws they must enforce.

Further to facilitate the work of the Commission, the area under its jurisdiction has been divided in to 29 inspection districts partitioned as follows:

(See table on opposite page)

THE COMMISSIONER

What manner of man is he who heads this important division of Virginia's government?

Physically, he is a tall, lean man, handsome in a rugged sort of way, of dark complexion, with directness of purpose in his movements which are quick and sure.

His eyes look straight at you in conversation and his voice, well modulated, carries the tone of authority. He has a ready wit and charming smile, and gives the impression of loving his work primarily because it gives him an opportunity to be of service to Virginia, and then, because in its challenge he finds a field in which to exercise some of the tremendous energy bound up in his being. I say *some* of the energy because besides being a faithful servant to the people of Virginia, Mr. Lankford allots to himself time for other business interests, particularly in the field of banking and finance.

He is completely familiar with the duties and authority his position as Commissioner requires, and must, evidently, be entirely efficient in their execution, because he has served under each succeeding governor since he was chosen by Governor Colgate W. Darden in June of 1942.

During his tenure of office he has served with five of his opposite numbers in the neighboring state of Maryland. I thought I detected a note of honest and understandable pride in his voice when he made this statement in response to my question concerning it.

Born 61 years ago of Maryland ancestry in Franktown, Virginia, Charles Magruder Lankford, Jr. was educated in the Northampton County public schools; at Randolph-Macon College, Ashland, Virginia; and at the University at Charlottesville. From the latter institution, he got his law degree in 1920.

In 1921 he married the former Miss Genevieve Walker, and they live at Franktown in the beautiful home, known as the "Crystal Palace" since a long time before either of its present occupants appeared on this earthly scene.

The story goes that the house was built by a man, intending shortly to be married, around the middle of the 19th century. It seems the lady had other ideas and stepped off with a rival. Then the house, named because of the many panes of glass in its great number of windows, began its long trek through various ownerships until it reached the loving hands of the Commissioner and his wife in 1937. They restored it from shambles to its pristine glory.

to tell the Virginia Story

Biologists at the Virginia Fisheries Laboratory have been trained in S C U B A (skin diving) in order to facilitate research on oysters, clams, and oyster drills. This enables scientists to observe these animals in their native regions.

Careful records are being accumulated by oyster biologists to determine the various factors important in producing healthy, "fat," oysters. Data on oysters from one area may be compared objectively with those gathered from another.



Mr. Lankford will tell you that he has no time for hobbies, (though he mentioned rather fondly some horses he used to own) and the statement is easily understandable when you see a list of his actions. Besides his job as commissioner, he has a large hand in the operation of the Peoples Trust Bank of Exmore, which he serves as president and member of its board of directors. In extra-business circles he has served or is now serving in various capacities: past president of the Rotary Club; a

member of the Virginia Democratic Committee; a member of the board of stewards of the Methodist Church; membership in the Sigma Phi Epsilon academic fraternity; Knights Templar; Khedive Temple; Samis Grotto K.C.C.H.; "Most Worshipful Grand Master" of Virginia Masons; member of the board of trustees and its executive committee of Randolph-Macon College; Commonwealth's Attorney of Northampton County for 10 years prior

(Please turn the page)

OYSTER INSPECTORS AND DISTRICTS

NAME	ADDRESS	DISTRICT	COUNTIES
*W. H. Sydnor.....	Lewisetta, Va.....	1 and 2.....	Westmoreland, Northumberland, King George, Prince William, Stafford and Fairfax
E. O. Corsa.....	Fleeton, Va.....	4.....	Northumberland
W. N. Gresham.....	Kilmarnock, Va.....	5.....	Northumberland and Lancaster
J. E. Blakemore.....	Ottoman, Va.....	6.....	Lancaster and Richmond
S. G. Deal.....	Naxera, Va.....	8.....	Gloucester
M. H. Hogg.....	Wicomico, Va.....	9.....	Gloucester, King and Queen, and King William
George E. Brooks.....	Onemo, Va.....	10.....	Mathews
J. V. Shipley.....	Cobbs Creek, Va.....	11.....	Mathews and Middlesex
Herbert B. Miller.....	Topping, Va.....	12 and 14.....	Middlesex and Essex
E. Glenn Phillips.....	Odd, Va.....	15 and 16.....	York, James City and New Kent
E. T. Wallace.....	Hampton, Va.....	17.....	Elizabeth City
*W. M. Hogge.....	Warwick, Va.....	18.....	Warwick and James City
*P. T. Martin.....	Rescue, Va.....	19.....	Isle of Wight and Surry
†J. T. Meyer.....	Richmond, Va.....	19-A.....	Chesterfield, Henrico, Prince George, Charles City, King William and New Kent
George A. Corson.....	Eclipse, Va.....	20.....	Nansemond
C. C. Absalom.....	Norfolk, Va.....	21 and 22.....	Norfolk and Princess Anne
J. C. Bell.....	Nassawadox, Va.....	24.....	Accomack and Northampton
John G. Mears.....	Willis Wharf, Va.....	25.....	Northampton
Herman Onley.....	Hallwood, Va.....	26.....	Accomack
W. D. Steelman.....	Chincoteague, Va.....	28.....	Accomack
A. C. Johnson.....	Wachapreague, Va.....	29.....	Accomack
R. M. Baumgardner.....	Newport News, Va.....	Watchhouse.....	Boat Harbor, Newport News, Va.
*G. F. Hudgins.....	Cobbs Creek, Va.....	Watchhouse.....	Boat Harbor, Newport News, Va.

*Also listed under Police Boat Captains.
†Also listed under Administration.

(from preceding page)

to being made Commissioner; chairman of the Atlantic States Marine Fisheries Commission (first man in history to serve as such, unless living in New York state or further north); selected as one of three members of said commission to confer with Pacific and Gulf states commissions of seafood problems outlining the programs worked out by the Atlantic states.

In spite of honors and interests, it is easy to recognize in this man characteristics instilled into him at an early age as a farm-raised boy from the Eastern Shore. One gains the idea from talking with and observing him closely that he has in his soul a love of Virginia's natural resources and a kinship with her people.

I gathered that he considered his prime duty, as a member and chairman of the Commission of Fisheries of Virginia, to protect, improve and increase the Commonwealth's supply of fin fish and shellfish for the benefit of all her people now living; and to insure its continued preservation and growth for their posterity. In other words, he is a conservationist, using that word in its highest sense.

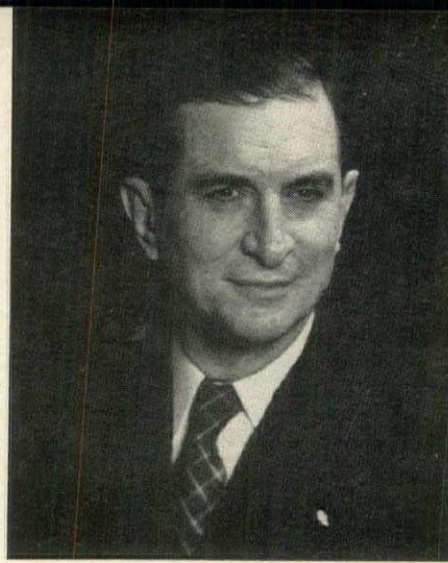
For example, he is concerned about the deepening of the James River—proposed by Richmond businessmen who have an eye out for the main chance and want to bring the larger sea going vessels up the James to the capitol city's port—because he fears the consequences such deepening might have on the water currents affecting the Commonwealth's oyster seed beds, located in the James River between the Jamestown Ferry and Hopewell. These James River seed beds have furnished annually over 2,000,000 bushels of seed oysters to the industry for the last three years. In the light of this fact it would seem that the Commissioner's concern can well be justified in the eyes of Virginia people as a whole.

The seafood industry is worth well over \$25,000,000 annually (dockside-landed prices) to the Virginia economy, speaking conservatively. To protect this asset, the Commission of Fisheries works in conjunction with various other industries. As an example, it has agreed with the Virginia Commission of Game and Inland Fisheries under the law to divide the jurisdiction of the two commissions in order to avoid duplication in the tidewater counties.

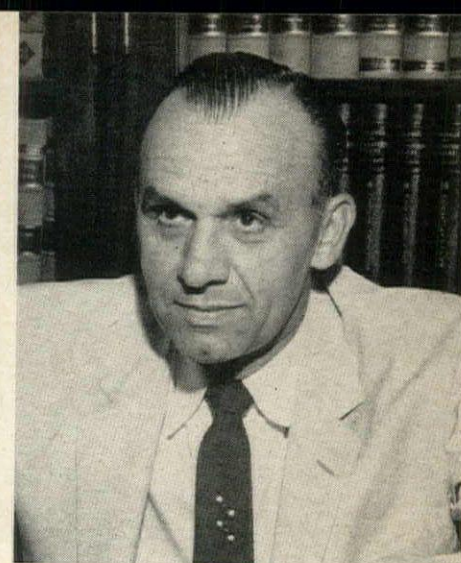
THE LABORATORY

Because of the complex nature of the seafood industry, much research to get scientific knowledge is needed. In order to find out the facts concerning it, the Commission of Fisheries of Virginia

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CHARLES M. LANKFORD, JR.



MILTON THOMAS HICKMAN

A NEW APPOINTMENT

As we go to press, news comes of the resignation of Virginia's Commissioner of Fisheries, Charles M. Lankford, Jr.

Governor Almond has appointed Milton Thomas Hickman, Accomack County businessman and attorney, to succeed Commissioner Lankford. The appointment will take effect January 1, 1959.

Virginia pays tribute to the dedicated service of Commissioner Lankford. Our seafood industry has been in able hands during his sixteen years in office. We wish him Godspeed in his new endeavors and gratefully thank him for his good work.

Mr. Hickman, the new appointee, aged 49, seems to be an admirable choice. He resides on the Shore in the town of Painter, and is certainly well acquainted with the problems confronting the Commission of Fisheries. Besides his Eastern Shore background, he has worked with the Chamber of Commerce for waterway, dock development and harbor projects.

He was educated at Washington and Lee University and the University of Virginia, where he received his law degree from the law school in 1933.

Joining his father's law firm in 1933 at Painter, he became president, in 1934, of the A. T. Hickman Lumber Company, a position he still holds.

Mr. Hickman is chairman of the Accomack County School Board, a member of the Chesapeake Bay Ferry Commission, the Painter Town Council, a trustee of the Tidewater Development Council of Norfolk. He is past president of the Eastern Shore Virginia Chamber of Commerce.

Mr. Hickman married the former Miss Helen R. Thompson, daughter of Dr. French W. Thompson and the late Mrs. Helen Cain Thompson of Lewisburg, West Virginia. They have two sons, Thomas A. Hickman, 21, a student at Hampden-Sydney College, and Milton T. Hickman, Jr., 15, a student at Christ Church School.

works in close cooperation with the Virginia Fisheries Laboratory—so close in fact, that the co-chairman, along with President Alvin D. Chandler of the College of William and Mary, is Commissioner Charles M. Lankford, Jr.

The other members of this organization's board of administration are leading men in Virginia's seafood industry:

William P. Ballard	Norfolk
William P. Hunt	Hampton
T. D. McGinnes	Kilmarnock
J. L. McHugh	Sec'tv. of board

ADVISORY GROUP

W. A. Adams	Chincoteague
George W. Amory, Jr.	Hampton
Neville Ball	Hinnom

C. E. Crockett	Seaford
Fred Garrett, Jr.	Bowler's Wharf
Enoch Hughes	Bavon
R. L. Miles, Jr.	Virginia Beach
Harmon C. Treacle	White Stone
Nat W. Terry	Willis Wharf

The commanding officer, so to speak, of this laboratory is a native of Canada whose Irish descent shines out all over him. That he is a man of parts is evidenced by the high expressions of esteem concerning him, given to the writer by the Commissioner and his associates at the laboratory. John Laurence McHugh was born in Vancouver, B. C., Canada on November 24, 1911. He was educated in the public schools of his native city until he entered the University of British

Columbia, from which he graduated in 1936 with a bachelor of arts degree. Two years later, in 1938, he received his masters degree from the same institution. Upon graduation he went to work as a biologist for the Fisheries Research Board of Canada. From there in 1941, as an infantry officer, the Canadian army sent him abroad where he served in England and France until 1943. From 1946 to 1951 he was at the Scripps Institution of Oceanography in La Jolla, California. In 1950 he received his Ph.D. from the University of California. Then, in 1951, he came to Virginia to be associated with the Virginia Fisheries Laboratory which he now heads.

Along the way he picked himself an English girl, born in the great city of London, for a wife, Eileen Francesca Smallwood. They have three children, a cosmopolitan family: Peter Chadwick McHugh, 14, born in Victoria, British Columbia; Heather McHugh, 10, born in San Diego, California; and Jan McHugh, the Virginian, born in Newport News.

Dr. McHugh knows his business, which is thoroughly scientific in scope, and he has the happy faculty of being

able to explain a technical undertaking in language completely understandable to a layman.

To assist McHugh in the operation of the laboratory and in the scientific studies carried on there, Mr. Robert S. Bailey is employed as assistant biologist, with the added title of information officer. Mr. Bailey has his M.A. from William and Mary, and was also educated in the public schools of his native Northern Neck section of Virginia and at Randolph-Macon College.

He married Miss Mary Boone Murphy and has one son, Joseph Harvey Bailey, 17, now a senior at Botetourt High School in Gloucester County.

His duties he describes as: getting information about the seafood industry; reporting on research; giving out news releases about the work to daily and weekly papers; radio and television; lecturing to visiting students about what is living in the waters off shore and inshore as far as the Commission's dividing line; and keeping up with the seafood economy.

A busy man, Mr. Bailey, but finding time to keep the people of Virginia informed about the goings on in Tide-water.

The Commission of Fisheries is responsible for the welfare of commercial and saltwater fishing, the oyster industry and other related merchantable crustaceans. In the Commission's annual report to the governor, the work is divided under the following heads: Enforcement; Oysters; Crabs; Fish; Pollution; Atlantic States Marine Fisheries Commission; Virginia Fisheries Laboratories; Legislation.

Since more than 10,000 people in Virginia are engaged in the different phases of the seafood industry, it is easy to see that legislation is necessary to keep it on an equitable basis for all parties concerned. This fact was recognized early in Virginia's history; action was taken accordingly, and has been in vogue ever since.

Though oysters and fish were in such quantity upon the arrival of the first settlers at Jamestown in 1607 that George Percy wrote on a spring morning of that year: "We came to a place where they (the Indian natives) had made a great fire and had been newly roasting oysters. When they perceived our coming, they fled away to the mountains and left many of the oysters

(Continued on page 15)

An official oyster ground application form

C. F. 100

COMMONWEALTH OF VIRGINIA
COMMISSION OF FISHERIES

APPLICATION FOR OYSTER PLANTING GROUND

To _____ 19____
Oyster Inspector, District No. _____
County of _____, Va.
I, _____, Address _____
a resident of the State of Virginia, hereby apply for ground for oyster planting purposes, under the laws of Virginia, made or to be made.
Said ground is in the waters of _____, near _____, and is
estimated to contain _____ acres, and situated in Oyster District No. _____, county of _____
Virginia, and described as follows: _____

I ask that proper notice be at once posted, and that survey, plat and assignment be made promptly as practicable,
and I herewith deposit the sum of \$ _____ toward defraying the expenses of said survey and plat and agree that
should this amount not be sufficient to cover same I will promptly meet the deficiency and I further agree that all legal
requirements will be promptly met by me.

Witness my signature this _____ day of _____, 19____.

MEMORANDUM OF INSPECTOR

Application of _____ received by me _____, 19____.

Amount deposited on cost of survey and plat \$ _____

Notice duly posted _____, 19____.

Survey and plat made by _____ on _____, 19____.

Assignment made by me and attached to plat _____, 19____.

Assignment and plat filed in clerk's office of _____ county on _____, 19____.

No. of acres assessed as shown by plat _____ acres

_____, Oyster Inspector,
District No. _____ County of _____, Virginia.

NOTE TO INSPECTORS:—This to be made in duplicate, one Copy to be sent to Office of Commission of Fisheries, Newport News, Virginia.

A map of Virginia's oyster districts



Few if any purchasers of the millions of Christmas cards offered annually, know (or care, for that matter) who originated the idea, or who was responsible for the first card. Yet the history of this form of extending Yuletide greetings is as fascinating as are the designs of the early cards.

Luckily, there is a very fine, carefully preserved collection of them in the Valentine Museum in Richmond which was recently placed at the writer's disposal by Mrs. Ralph T. Catterall, curator of prints and manuscripts.

Prominent in the museum's collection are those cards of the periods of the

copy of the Egley card on the back of which—in the youthful engraver's own handwriting—was noted that it was finished December 4, 1848, and the second ever published. Egley, by the way, turned out a total of 100 copies in his London garret and sent them to his friends. Both the Egley and Cole cards showed scenes of drinking, dancing and general merriment, and bore holiday greetings.

The use of Christmas cards was not widespread, according to the museum's data, until about 1862, when an Irish publisher started putting out "pretty" ones. Sentiments expressed on the cards were very restrained at first, and there

vase and an elaborately designed copper urn. To the right, near the edge of the cabinet upon which the composition is arranged—forming a background and balancing the composition—one sees a metal platter illustrated with the figures of Mary riding on the traditional Donkey, and Joseph leading the way. At the left of the metal platter, balancing it, is a spray of Ostrich plumes. Below the top of the cabinet, one reads: "Joy and Gladness and Cheerful Feasts". On the lower half of this card, below the diagonal line, is seen in moonlight the spires of a cathedral above a branch of a pine tree, the latter with its green fronds tipped with snow.

Examples of hand-painted cards in this collection are intriguing. Most of the cards are illustrated with flowers, and two of them are painted on celluloid. Then there is a large example (4½ by 6½ inches) decorated with pansies, and around its edges fringes of blue silk. In striking contrast (see illustration again) is a man resting in an arm chair, smoking and meditating . . . and evidently down on his luck, as the two printed lines below him attest, to wit:

"No roast beef; no plum pudding;
No mistletoe; no dear little girl!"

The collection is fortunate to include examples of the lithography of Louis Prang of Boston. In 1866, Prang perfected the lithographic process of multi-color printing. He published Christmas cards until 1890, and for them procured the best art work by inaugurating prize contests for the best illustrations. One of these prize winning cards is reproduced on the page layout with this article (centered at bottom).

Invariably, other large cards discovered in the collection are richly ornamented with silk fringes and carry illustrations back and front. In every case, emphasis is on the beauty of design and art work, rather than illustrating the Christmas message.

The cards published by Raphael Tuck run the gamut in size, design and subject matter—from post cards depicting children before a Christmas tree, or Santa holding a bag of toys beside the bed where two little ones are asleep, to cards 4 by 6 inches with silk fringes. In one instance, the illustration is of a lady with a battledore racket swung over her shoulder.

Tuck apparently had a penchant for publishing small booklets in the shape of various flowers, their pages containing Christmas poems. For example, in the museum's collection is a 2 by 2 inch

(Continued on page 20)

CHRISTMAS CARDS FROM YESTERYEAR

by G. WATSON JAMES, JR.

Photo from the collection of the Valentine Museum

1880's and 1890's, collected by the late Miss Frances Scott. They were a gift from her neice, Miss Mary Wingfield Scott, noted historian of Richmond's cultured past, through whose indefatigable efforts the city's shrines, old houses and neighborhoods have been preserved for posterity.

So far as the Christmas card's ancestry is concerned, the museum's archives on the one hand reveal that the first card is said to have been produced in London, England in 1846. Other data in the files however, based upon a release of the National Association of Greeting Card Publishers, is to the effect that this organization had been of the opinion that the first card of its kind, turned out in 1842, was the work of William Maw Egley, a 16-year-old engraver. But then again, S. O. Shannon, the organization's director, subsequently revealed convincing evidence that the first card dates from 1843 and was by Sir Henry Cole and John Callcott Horsley, a lithographer. A London author, George Buday, in a letter to Shannon reported a framed

appears to have been opposition in some quarters to scenes depicting what we would describe today as "wild parties". One is struck with the fact that the illustrations for most of the cards were Spring scenes of flowers and birds (and in some instances Summer scenes), rather than the proverbial holly motifs, Wise Men following the Star and landscapes under Winter's blanket of snow.

Perhaps the most outstanding feature of the Valentine Museum's collection (from the 1850's to the 1940's) is the number of large cards fringed with silk . . . also the fact that, on them, people are depicted rather than Angels, the Manger Scene, etc.

With reference to some of the more elaborate cards, attention is directed to the full page illustration accompanying this article. For example, in the upper right hand corner is a card measuring 5 by 8 inches, the 8-inch vertical section divided by a diagonal line. In the top section of this is a "still life" composed of a china bowl decorated in what appears to be an Oriental motif—a yellow

THE 1957 MOTOR VEHICLE OPERATOR ... HIS RECORD AT THE WHEEL

by G. WATSON JAMES, JR.

Life is short, the art long, the occasion fleeting, experience fallacious, and judgment difficult. You must not only do the proper thing, but do it at the right time.

HIPPOCRATES—father of medicine

(As this survey is confined to the 1957 driver and certain pertinent statistics relating to age, occupation and driver experience, with respect to the number of fatalities in those categories, there is appended excerpts from the booklet "Facts You Should Know To Be A Safe Driver," published by the Division of Motor Vehicles in July 1956) revised following the 1956 session of the General Assembly) and governing the operation of motor vehicles in 1957. It is assumed that all licensed operators in Virginia, regardless of the number of years they had been licensed, should have known these fundamental "Rules of the Road," and for safety's sake had knowledge of any changes in the Motor Vehicle Laws that were enacted from time to time. Otherwise ignorance of the law was no excuse. It's also noted that included in the number of operators reviewed in this article there were perhaps operators licensed in other states, but their respective domiciles were not noted—G. W. J. Jr.)

In the October issue of *Virginia Record* was discussed pedestrians killed and injured in 1957 on the highways and streets of Virginia, based upon reports from all Virginia state, county and municipal police, and on file with the Department of State Police.

In addition, a comparison was made of the score of fatalities and injuries during the first eight months of 1957 with a like period in 1958, reflecting a marked decrease in over-all highway fatalities and pedestrian deaths for the first eight months of this year.

The all-year survey, including 20 categories detailing the actions of pedestrians by age and under various lighting conditions, brought into sharp focus the unpredictable and unfathomable processes of the human mind.

This holds true as we survey the records of the 1957 driver—first with a comparison of the scores for the first nine months of 1957 with the same period in 1958, and, secondly, reviewing the paradoxical situations resulting from the study of the 1957 driver statistics compared with those of the all-high, blood-bathed records of 1941.

First, we examined the nine-month 1957-1958 analysis, which reflected a 7.0 per cent decrease in total fatalities and an 11.6 per cent drop in pedestrian deaths.

Then came the first "jolt" (an encouraging one, if we can express it that

way), when, with the assistance of Captain R. B. King, the Department's Safety Officer, and his assistant, Lieutenant B. E. Denton, Jr., we inspected the records of the first nine months of the year 1941 with the first nine months of 1958.

Here were the results: there had been a decrease of 18.4 per cent in total deaths, and a 52.9 per cent drop in pedestrian deaths over a span of 17 years. The total score for 1941, incidentally, was 1,110 killed, with 21,361 accidents and 10,523 injured.

The 1957 driver—as viewed from the columnar statistics—reproduces as an illustration for this study. In any examination of these statistics, however, these factors should be borne in mind: the Total Driver Figures of 119,077, and those totals enumerated in the various categories, only reflect what was reported to the State Police, and are not to be construed as the total licensed drivers in 1957 who were in the age groups, occupations and driver experience figures. For example; while in the age group 25-34 the peak of reported accidents was 31,565 and fatalities 314, and the percentage 26.51 (highest of the total drivers involved in reported accidents), this is not grounds for a wholesale indictment of all the operators in that age group who drove their motor vehicles during the 12 months of last year.

However, there is a pattern in the statistics which does not prevent one from indulging in a wide range of analysis, speculation and discussion—from both academic and hypothetical viewpoints—in order to arrive at some rational solution of the possible factors behind the tragic enigma of today with respect to the operators of motor vehicles in Virginia, and, in fact, the United States.

Consider "Table G" as an example. This age group presumably represents the peak of up-to-date education, knowledge of the mechanics of the automobile, learning capacity, and no age infirmities . . . (exclusive of those seriously handicapped from war wounds.)

For the most part, we'll assume these drivers have families and a desire to stay alive. Yet, as previously noted, they were involved in 31,565 accidents; 314 of them were killed, and they chalked up the highest percentage of the total reported drivers — 119,077. Why?, one asks . . . when they are presumed to be endowed to a major degree with mental and physical vigor.

Turning now to the "VII Occupation of Driver" columns, the statistics in the occupations 1, 2 and 4—as Lieutenant Denton pointed out—include the best educated and highly skilled classes: thinkers, writers, scientists, doctors, etc. Why should they have such a score, reflecting (to put it mildly) distractions, abstractions, inattention and plain recklessness?

Strange to record, and apropos of the unpredictable human mind, sometimes the most safety-conscious individual will fall victim to a period of abstraction or preoccupation. Lieutenant Denton, incidentally, cited this case in point: a prominent safety official who was recently on his way to a meeting to formulate a community safety program was given a ticket for speeding, and en route home was involved in a minor traffic damage accident.

This incident prompts the writer to record the definition of a "safe driver" as recently formulated by a Special

RULES OF THE ROAD

Condensed from "Facts You Should Know to be a Safe Driver," published by the Virginia Division of Motor Vehicles, July 1956 . . . and governing the operation of motor vehicles in 1957.

Your License May Be Taken Away

Your license gives you the privilege of using highways only so long as you drive safely. If you disobey the laws of the State or become unable to drive safely, your license may be taken away. There are some things for which the law says your license MUST be taken away. The court or the Division must take your license away if you are found guilty of:

1. Carelessly killing anybody while driving a car.

2. Driving while drunk or drugged.
3. Any crime in which a motor vehicle is used and for which you could be sent to the State Penitentiary.
4. Hit and run driving if anyone is killed or injured.
5. Reckless driving twice within twelve months.
6. Making a false statement when registering a motor vehicle, or in applying for a license to drive.

(Continued on page 24)

Committee of the West German Government. Here it is:

"The motor vehicle operator requires a sensitive perception and judgment ability for every unusual and unsuspected moving change of the traffic within his sphere; he must literally anticipate the future traffic situation". This "ideal" driver, by

the by, the committee noted, was seriously affected if he consumed too much alcohol.

But still analyzing the "Occupation of Driver" statistics, Lieutenant Denton remarked to the writer that those in the classes 3, 4, 5 and 6 had, during the span of 30 years, accounted for all highway accidents and fatalities; and

insofar as Class No. 7, "All Other Workers" (skills not reported), they might have included professional men and those whose occupations required various skills.

These statistics disposed of, we next investigated the over-all driver record of 1957 against the tragic record of the year 1941, per se:

1941

accidents, 21,361;
killed, 1,110; injured, 24,112.

1957

accidents, 17,261;
killed, 912; injured, 24,112.

With these figures staring one in the face, it became apparent that an analysis of the actions of the 1957 driver had not only to be approached from a different viewpoint, but as a whole presented a paradoxical perspective . . . an enigma, the possible solution of which might lie in a review of the emotional and psychological backgrounds that motivated the 1941 and 1957 drivers.

On this premise, we asked the question, "In which year—1941 or 1957—were there more problems, emotional disturbances, unrest (from the human standpoint), etc., to distract the driver of a motor vehicle?"

In seeking an answer, we've probably gone overboard in a big splash, reader, when we suggest to roll back the years to 1941.

Following the declaration of war after Pearl Harbor, 1941 became a maelstrom of feverish activity. Military installations were being rushed in various sections of the state. Highways were choked with the transportation of war materials and movement of troops. Anxiety and fear invaded thousands of homes as young men were drafted or enlisted. Women flocked to munition plants or to the women's military organizations in order to do their bit. Home life was disrupted further as parents, too, engaged in occupations necessary to win victory. There were less private cars on the roads, and those operated were often in poor condition. Owners who had gone to the colors had often failed to execute powers of attorney so friends or loved ones could operate or sell their vehicles. Highways were being ground almost to powder with no chance of being given major repairs, by reason of man shortage. The regulation of traffic was seriously affected as municipal, town and state police officers joined the colors. As an example of the depletion in enforcement circles, the State Police's uniformed personnel had dwindled to 142 men by January 1, 1941, and as of

TABLE G—DRIVERS OF MOTOR VEHICLES

(Excluding drivers of cars in proper parking location)

I. Age of Driver	All Accidents	Fatal Accidents
12. 13 years or under	24	1
0. 14 years	59	2
1. 15 years	926	4
2. 16-20 years	15773	158
3. 21-24 years	15029	150
4. 25-34 years	31565	314
5. 35-44 years	22796	174
6. 45-54 years	14027	120
7. 55-64 years	7515	67
8. 65-74 years	3151	20
9. 75 years and over	695	11
11. Not stated	7517	20
Total drivers	119077	1041

VI. Experience of Driver

5. Less than three months	1435	16
6. Three to twelve months	2007	11
7. 1-5 years	25145	194
8. 6-10 years	21532	172
9. 11 years or more	57962	415
11. Not stated	10996	233
Total drivers	119077	1041

VII. Occupation of Driver

12. Students	7072	57
0. Housewives and domestic servants	7986	37
1. Professional and business	12472	78
2. Craftsmen and foremen (skilled)	17855	133
3. Farmers and farm laborers	4334	69
4. Sales and clerical (excluding traveling salesmen)	13733	78
5. Traveling salesmen	15	1
6. Other commercial drivers	12065	149
7. All other workers	24418	267
8. All others	3381	48
9. Military personnel	9038	78
11. Not stated	6708	51
Total drivers	119077	1041

December 31, 1941, was only 205 officers and men—some of them during the twelve months assigned to other vital protective duties. In 353 cities of over 25,000 population, 661,132 felonious crimes had been committed, with one-half times more than that number in rural areas. So much for the tangible or intangible factors, emotional or otherwise, that might have been responsible for Virginia's bloody highway record of 1941.

It is 1957, 16 years later, and we have for that whole year an 18.3 per cent decrease in total deaths. Against 1,110 fatalities in 1941, there were only 912 killed in 1957.

However, there were only 21,361

accidents reported and 10,523 injured in 1941, *compared with 70,261 for 1957 (more than three times the number of accidents last year). And further, the injured in 1957 were 24,112 — more than double those in 1941.*

This called for an inspection, hypothetical or otherwise, of the emotional history and problems, past and present, which might or might not have motivated the actions of the 1957 man or woman at the wheel.

And here we are going "overboard" again.

Let's look first at the married veteran of World War II, whose children may be approaching or are in the teen age group. Both he and his wife (both drivers) may have had lurking in their minds the rise of juvenile delinquency to which their offspring are constantly exposed. If, for instance, the couple is divorced (with or without children), in all event there is a broken home and its tragic consequences. Perhaps there is the constant worry of how they can pay for their home. If both are working and there are children, then the children may have to be "farmed out" during the day . . . with the mother very probably worrying more on this score (fear of childhood illnesses, etc.).

Divorced or not, married or single, whether World War II veterans or not, both have lived through such things as the increasing build-up of fear of an atomic attack, the unsuccessful attempts to ban nuclear tests, and Russia's Sputnik successes compared with the Cape Canaveral experiments. Then too, there is the continual emphasis via television, radio or other media of publicity on "this and that possible epidemic", the fear of cancer, and the indignation generated by the U. S. Supreme Court's ruling on integration with its dangerous consequences both in the present and future.

We might also throw in here the menace to one's peace of mind due to the rise of felonious crimes in 1957. In

353 cities of over 25,000 population, the score racked up to 1,096,337 crimes committed, with one-half more that number in rural sections.

Veterans of the Korean War fit into this suppositional diagnosis of the possible reasons behind the 1957 driver's record—from the standpoint of worries and emotional factors which caused them moments of abstractions at the wheel. He or she had to face the Recession Period when trying to secure a job. (Etc.).

And we must not (nor did we) neglect 1957 drivers in the "mature" age groups—those people facing economic problems incident to retirement, and the slow onslaught of infirmities that were causing increased anxiety day by day and super-duper competition for the oldster in business. And so on, ad libitum, ad infinitum, our efforts continued to determine such things as "what were the greatest emotional and psychological problems motivating the drivers of 1941 in comparison with those of 1957?" . . . and "what is the explanation of the paradoxical, higher accident and injury figures of 1957 as compared with the figures of 1941 and the over-all death rate of only 6.1 last year and the 912 killed?"

Before venturing an answer, let's present these facts as outlined by Lieutenant Denton. While our material is presented with no intent to toast a victory, it is apparent that we have won at least a skirmish in our battle.

The increase in accidents in 1957 over 1941 is accounted for as a mathematical certainty, due to the increase in motor vehicles and drivers using our highways. The increase in congestion would almost explain the increase in crashes alone. Yet, even with this increase in traffic and the parallel of increased crashes and injuries, we have a decrease in deaths.

Why? We rationalize the facts and reach what seems to be a logical conclusion. (Continued on page 21)

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HARRISONBURG, VIRGINIA

VIRGINIA BUSINESS REVIEW

by

ROSEWELL PAGE, JR.

The Virginia Manufacturers Association at a recent meeting elected a slate of officers for the coming year as follows: Basile D. Browder, president; Paul C. Beatty, vice president; Frank S. Moore, vice president; Basil W. Coale, treasurer; Charles H. Taylor, executive vice president and secretary.

Mr. Browder is the executive vice president of Dan River Mills, Inc.; Mr. Beatty is plant manager of Halifax Mills Division of Pacific Mills; and Mr. Moore is vice president of T. S. Royster Guano Company.

The VMA also elected twelve new members of the board of directors: Henry R. Garden, president, Old Dominion Brick Company, Salem; Thomas E. Hassett, Jr., vice president, general manager of Croyden Manufacturing Company, Staunton; Henry S. Holland III, executive vice president, the Cardwell Machine Company, Richmond; Donald Carroll, manager of United States Rubber Company, Scottsville; John F. Clark, president of Dixie Coca-Cola Bottling Company, Bristol; H. N. Fiaccone, plant manager of Merch and Company, Inc., Elkton; C. W. Hancock, executive vice president of Morton Manufacturing Corporation, Lynchburg; Mark C. Hopkins, plant manager of American Oil Company, Yorktown; Wilkie W. Hunt, vice president of National Fruit Product Company, Winchester; J. E. Ray III, resident manager of Union Bag-Camp Paper Corporation, Franklin; R. L. Riggs, manager of the Nitrogen Division of Allied Chemical Corporation, Hopewell; William L. Woodford, works manager of National Carbide Company, Ivanhoe.

* * *

According to the annual outlook statement of F. W. Dodge Corporation recently released, construction in 1959 will set new records, both in contracts awarded and in work put in place.

Contracts for all types of construction will total \$35.6 billion, a three per

to tell the Virginia Story

cent increase over 1958's \$34.7 billion.

The principal upward push in 1959 construction is expected to be in private contracts, in contrast to this year when government owned construction led the way from the so-called recession of last spring. This of course is the national picture.

* * *

Lightweight Block Company announces the construction of a new \$250,000 plant in Roanoke.

S. W. Hairston, president of the company, said the plant at 30th Street and Shenandoah Avenue, N.W. should be in operation by February 1st, 1959.

The new building will be 102 feet long by 70 feet wide, occupying a part of a 13 acre site. It will house an operation having complete automation, water control, mixing time, and controlled quantities in block recipes will produce blocks of "even dimension and density," said Mr. Hairston.

* * *

The Augusta National Bank and Trust Company of Staunton announces the appointment of J. Rodes Brown, Jr., a native of Sperryville, as its new executive vice president. Mr. Brown is a former deputy county treasurer of Rappahannock County, and has more recently served as assistant cashier and assistant vice president of the National Bank and Trust Company in Charlottesville.

* * *

A. Cabell Ford, director of sales for the Southern Lightweight Aggregate Corporation of Richmond, has announced the April 1st opening of a new Solite production plant in Russell, Florida. It will be the first plant to open under the newly incorporated Florida Solite Corporation, a wholly owned subsidiary of Southern Lightweight Aggregate.

Operating on a twenty-four-hour-a-

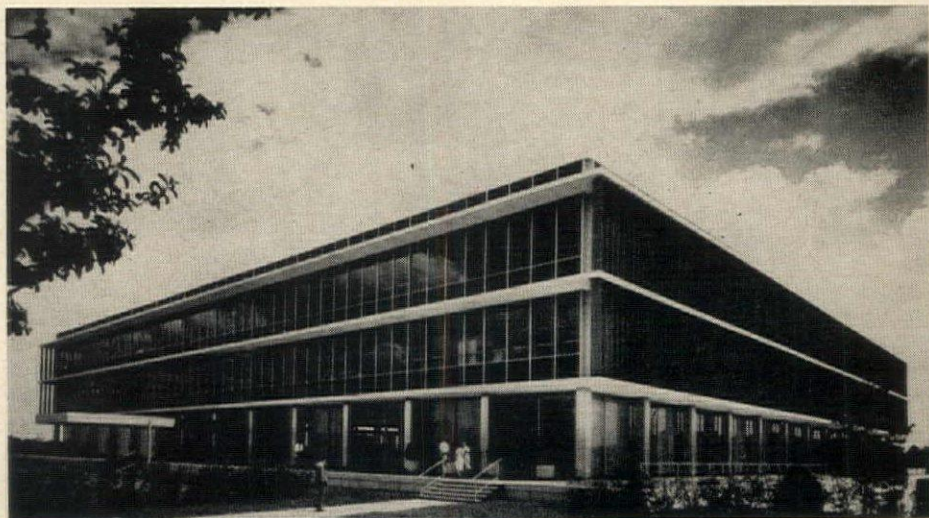
day, seven-day-a-week schedule, the Russell plant will depend upon the Atlantic Coast Line Railroad to deliver carloads of Solite throughout the state and surrounding areas.

The advantages of Solite as a lightweight building material are actually "manufactured into" the product at the plant. After the special formation from which Solite is made is taken from the ground, it is fed into giant revolving kilns. Here it is fired at temperatures of approximately 2,300 degrees Fahrenheit. During this intense firing process the material expands, resulting in the formation of millions of tiny dead air cells. These cells make the material much lighter in weight. Solite structural concrete is actually one-third lighter than concrete made of natural aggregates, and Solite masonry units are one-half times lighter than masonry units. These same "dead air" cells, resulting from the expansion of the material, cause Solite to be a natural insulator by blocking out heat and cold. They also absorb over 50 per cent of noise.

Following the firing process, the resulting mass is allowed to cool naturally, resulting in a thoroughly annealed, uniformly textured product. Because of this carefully controlled manufacturing process, Solite is fire resistant, impervious to rust, stain and varmints, as well as strong and durable.

Solite lightweight structural concrete and masonry units have been used in such projects as the Chesapeake Bay Bridge, whose three-and-a-half mile roadway and deck is constructed of Solite concrete; the three-and-a-quarter acre roof of the Capitol Building in Washington; the new Reynolds Metals Building in Richmond; and the Westinghouse ("You Can Be Sure") Meter Plant in Raleigh, North Carolina.

The Southern Lightweight Aggregate
(Please turn the page)



The Reynolds Metals Headquarters, Richmond, features Solite Construction.

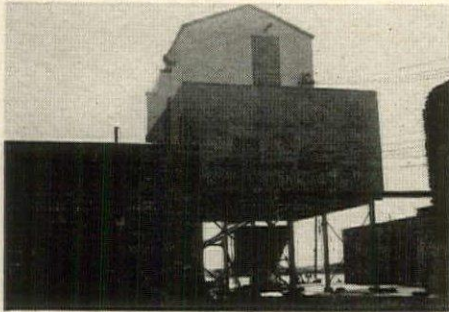
(From preceding page)

Corporation, parent company of Florida Solite, has offices in Richmond, and Charlotte and Raleigh, North Carolina, Columbia South Carolina, and Bethesda Maryland. It now operates plants in Aquadale North Carolina and Leaksville Junction and Brems Bluff Virginia. The Brems Bluff plant is the largest in the world producing a controlled lightweight aggregate.

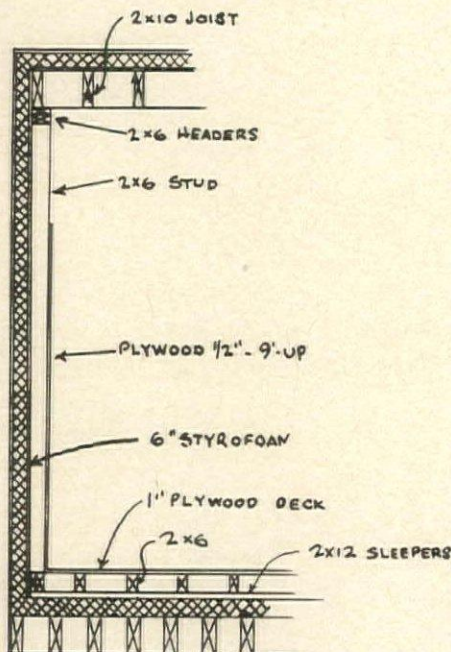
* * *

Virginia boasts the most modern and fully automated large ice making plant in the Eastern United States.

Located at Ballard Fish & Oyster Company in Norfolk, this plant contains modern continuous flake ice machines with a 24 hour capacity of 35 tons, mounted over two refrigerated (10° F.) ice storage bins designed to accumulate 125 tons. Both the ice making process, and delivery of ice from storage to various points where ice is required, is fully automatic.



View of Elevated Plant



Wall Section of Storage Box

The fishing industry has historically been a large consumer of ice. As such, it faced with two unique problems:

1. Where vessels departing for the

fishing grounds are iced, ice usage fluctuates widely, due to fishing weather and availability of fish.

2. To keep the ice makers operating in such circumstances, a storage capacity several times the daily production capacity must be provided. The problem immediately arises as to how to fill a room capable of holding several hundred tons of crushed ice (at 60 cu. ft. per ton) and how to discharge ice rapidly and at minimum cost.

Where fishing vessels or fresh fish and oyster shipments depart on long trips, the ice provided must last throughout the trip and ice at 10° F. or lower is of superior lasting quality. Such ice must be stored in a refrigerated room. This means the ice must be delivered to storage free of surface moisture which would cause it to freeze into a solid mass, and delivery from storage must be accomplished without large loss of cold air.

These difficult problems involved were solved by North Star Ice Equipment after careful personal inspection of various types of ice making installations throughout the United States by William Ballard, President of Ballard Fish & Oyster Company.

The Ballard plant embodies fish unloading, processing, and storage facilities in a building of 35,000 square feet on a dock-side location. A new oyster shucking and processing plant of 15,000 square feet is located across the street.

No ground floor space could be made available for either ice storage or refrigerating machinery. The entire plant therefore was elevated 15 feet on steel columns with pile footings. A steel frame partial penthouse was provided to shelter all of the ice making and refrigerating machinery. (Figure 1)

The refrigerated ice storage room embodies a variation of the "cold wall" principle. A false inner wall provides a 6" air space between ice and insulated 6" of Styrofoam insulation with cement plaster weather protection applied directly to the Styrofoam.

The North Star ice handling equipment within the storage room consists of two 5 h. p. ice rakes combining the functions of filling and leveling the two storage areas, and discharging ice from either area at a rate of 30 tons per hour. (See Figure 4) Since one of the major advantages of such a system is elimination of labor costs, control circuits for operation of both ice making and ice handling were designed by I. M. Baker, Jr., of Baker & Company, Central Atlantic representatives for North Star, to provide the highest de-

gree of automation. The plant operates unattended 16 hours a day. Total labor involved in the entire ice making, ice storage, and ice delivery operations consists of no more than pressing a button.

* * *

The Newton Store Chain operating in Virginia and North Carolina has recently added a new outlet for its products in Stuart. Mr. Tom S. Janrette, of Galax, is general manager of all the stores and the central business office is at Galax.

* * *

During a part of December, the Tidewater Telephone Company will offer its stockholders 20,000 additional shares of common stock, according to a recent announcement by W. Tayloe Murphy, Warsaw banker and president of Tidewater Telephone. Shares not subscribed for by present stockholders will be offered to Virginia investors by the underwriters for Virginia investment houses, headed by Galleher and Company, Inc. of Richmond. Others are R. M. Armistead and Company of Staunton; Branch, Cabell and Company, and Miller and Patterson, both of Richmond.

* * *

The Whitehouse Milk Company now expects to have the conversion of the former Coble Dairy Products Plant in Riverdale, Virginia completed by January 1st, 1959. The White House Company is a subsidiary of the A & P food chain, and plans to manufacture canned and condensed milk only at the Riverdale plant. The main plant of the company is at Manitowoc, Wisconsin. It also has receiving stations at Appomattox, Moneta and Fork Union. Harold C. Wallenfeltz, formerly of South Bend, Wisconsin, is plant manager for White House and is now living in South Boston.

* * *

The A & P Company recently announced the opening of its twelfth market in Metropolitan Richmond, at 3701 Mechanicsville Pike. John L. Zelinsky, former manager for the stores on Church Hill and Main Street, is the manager.

* * *

A major program to modernize one of the paper industry's pioneer mills was announced recently by C. B. McLaren, vice president and general manager of Owens-Illinois Glass Company's Mill Division.

The construction program will mean a new 170-inch, high speed paper machine for the Mill Division's Big Island, Virginia pulp and paper mill,

(Continued on page 25)

THE SEAFOOD STORY

(Continued from page 7)

in the fire. We ate some of the oysters, which were very large and delicate in taste"—yet they were not considered private property for any who might choose to take them. The Virginia Company of London held monopolistic control of local fisheries, granted by King James I in their patent of 1606. This control began to break down in 1630 and half a century later an important court decision gave every land owner the exclusive privilege to fish from his own land. In 1661, because the native Indian population left in the colony of Virginia was by then few in numbers and impoverished in pocket-book, it seemed expedient to the colonists to allow them to fish and gather oysters rather than to starve or become wards of the public, so oyster licenses were issued to them. How arrogant our early ancestors were! Licensing the original Americans who had been born free!

Again in 1705, legislation licensing the taking of fish and oysters was passed. It became law upon being signed by Edward Nott, then governor, and by Benjamin Harrison, speaker of the House of Burgesses.

An act of 1780 decreed that oyster grounds were common to all people of the state, which statement has since become a part of the constitution of Virginia.

Probably the next most important step in seafood legislation came about in 1785, when the Potomac River



Biologists held oysters from various sections of Virginia in trays at the Virginia Fisheries Laboratory pier to determine which areas were infected by the fungus killer, *Dermocystidium*, and the seriousness of the infection.

Compact was signed at Mount Vernon, giving Maryland free access through the Virginia capes (where at that time toll was required) in return for equal fishing rights for the citizens of each state, Virginia as well as Maryland, in the Potomac River.

This was brought about because of the fact that the boundary line between Maryland and Virginia is not the middle of the Potomac River, but a line on the Virginia side making the waters of the Potomac almost entirely the property of the state of Maryland. This boundary has caused contention between the citizens of Virginia and Maryland since its establishment down to the present. It has even caused "a

shooting war" on a small scale at various times, although the use of that term without a smile in the presence of Commissioner Lankford is not to be advised. For that honorable gentleman is very swift to stress the cooperative and cordial relationship existing for the most part between these two units of government.

Yet this question of how fishing rights in the Potomac are to be apportioned between the citizens of Maryland and Virginia has caused disputes practically ever since King Charles I first made the Potomac River part of Maryland by granting a charter conveying substantial territorial and gov-

(Please turn the page)

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STUART, VIRGINIA

(From preceding page)

environmental rights in the New World to George Calvert. The exact line between the two states was actually in dispute until 1930 when it was finally settled, as far as the governments of the two states were concerned, in accordance with the findings of two investigators appointed by the governor of each state. The boundary now runs from headland to headland, touching in each case the low water mark on the Virginia side. The fact remains, however, that watermen of Maryland and Virginia, being the hardy, independent, active and determined breed they are, sometimes become a little irked with restrictions under which they must work (though these be best for the interests of all concerned and imposed according to the laws of Maryland and Virginia) and decide to take matters in their own hands. Then the wisdom, patience and exercise of authority of the Commissioners of the two states come into play. At such times Virginia can well be thankful for her Commissioner of Fisheries, Charles M. Lankford, Jr.

In 1957, the Maryland Legislature passed an act declaring that Maryland would no longer be bound by the terms of the compact of 1785 mentioned above. Virginia has not accepted this act as being a final settlement, and currently is carrying her appeal to the United States Supreme Court.

FURTHER LEGISLATION

In 1891, Governor McKinney of Virginia called to the attention of the General Assembly the unsatisfactory condition of the oyster industry in Virginia, which probably resulted from the natural tendency of the average American citizen to reach forth his hand and take unto himself any of the natural resources of the country for his own personal aggrandizement with no thought of his posterity's inherited interest therein, nor that of the general public. The governor recommended that properly surveyed grounds be leased with legal safeguards assuring oystermen that their rights would be upheld in the courts. He also made the suggestion that a license tax be put on tongs and dredges rather than on the oysters caught, even if this called for an amendment to Virginia's constitution to make it legal. Further, he advocated a survey of all oyster lands in Virginia by a competent officer of the United States Government.

From this resulted the well known Baylor Survey of 1894 which is still in effect. Lieutenant James B. Baylor, of the United States Coast and Geodetic Survey, was employed by the Commonwealth of Virginia to survey and chart

all grounds in the state producing oysters naturally. This survey set aside 210,000 acres, approximately, for the benefit of the public. It cost in the neighborhood of \$50,000 at the time and was well worth it, since it established "holy ground". To quote the constitution concerning it: "The natural oyster bed rocks and shoals in the waters of this state shall not be leased, rented or sold, but shall be held in trust for the benefit of the people of this state, subject to such regulations and restrictions as the General Assembly may prescribe".

According to the Commissioner, Virginia now has a dual system of oyster planting: the 210,000 acres under the Baylor Survey, and approximately 128,000 acres leased to private planters. Mr. Lankford will tell you that as late as fifteen years ago there were only about 65,000 acres leased to private planters, so in that time the acreage has almost doubled. There are approximately 8,000 lessees for this 128,000 acres. The present Commissioner is particularly interested in holding the oyster industry as a private industry and considers the leasing program the best way to do it. He says the record will show that on the privately leased acreage, production is held at a fairly stable rate, while it has gone down on the public rocks in a comparable period.

To properly police the waters of Virginia and enforce laws pertaining to the maintenance of her seafood industry and to license operators carrying it on, it is necessary to provide a force of inspectors, a fleet of patrol boats with captains and mates, and an airplane with pilot and co-pilot. (See lists, pages 4 and 5, 58th and 59th annual reports).

The boats are equipped with radio telephones enabling them to maintain contact with each other, the Commission patrol plane, and the office of the Commission at Newport News.

In conjunction with these large boats, the Commission operates a number of small patrol boats equipped with large outboard motors. In addition to all of the foregoing, twelve boats are leased from and operated by various inspectors in their respective districts.

The laws which the Commissioner, his fellow members of the Virginia Commission of Fisheries, and the personnel under them enforce, are many and cover all ground pertinent to the operation of the Virginia seafood industry. These may be found in the code of Virginia and in a handbook entitled: "Laws of Virginia Relating to Fisheries of Tidal Waters", issued by the Commission of Fisheries of Virginia. Re-

(Continued next page)

to tell the Virginia Story

*Felicitations to Commissioner Charles Lankford
and the Virginia Commission of Fisheries*

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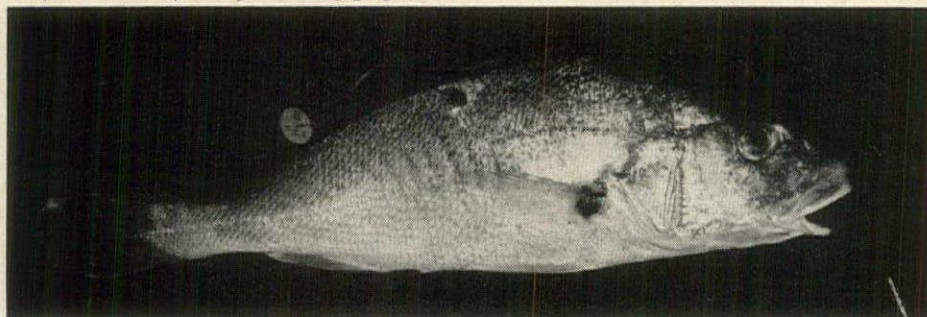
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(Continued from preceding page)



This croaker had carried its tag for more than a year before it was finally caught. Tags returned to Laboratory biologists enable them to trace migrations of fishes and to estimate populations.

print from the code of Virginia of 1950 and the 1952 Cumulative Supplement. The Michie Company, Charlottesville, Virginia, 1952.

This volume contains instructive and fascinating reading even for the layman, particularly so if he is interested in the seafood industry of Virginia.

Another interesting phase of the Commission's work is the operation of fish hatcheries on the Chickahominy, the Mattaponi and the Pamunkey rivers. These hatcheries, under the superintendency of J. T. Meyer, operate for the most part during the last half of April and the greater part of May in each year. The purpose of these hatcheries is to assist nature toward the increase in the propagation of the Shad. They catch and strip a certain number of roe Shad to obtain eggs for hatching. To give some idea of the prolificacy of these fish: from eighty-two (82) spawning Shad caught and stripped in the Chickahominy River last spring, the

hatchery received 2,268,000 eggs.

From the total of 7,760,000 eggs taken from roe Shad in the three rivers (Chickahominy, Mattaponi and Pamunkey), the hatchery reports the usual hatch of from 80 to 85 percent. All these young Shad were immediately released in these rivers after hatching. It is interesting to note that at the close of the Lenten season, prices for Shad begin to drop rapidly, and most Shad fishermen hang up their nets for the season; but in the words of Superintendent Meyer: "On the Mattaponi and Pamunkey Rivers, a fair portion of the Indians keep on fishing for their supply, which naturally helps to keep up production on these two rivers." Here at least, times have not changed much in America since King Powhatan ruled Virginia.

OUTLOOK GOOD

At present, according to the latest report of the Commission to the gov-

ernor, the oyster industry is in healthy condition, with the 210,000 acres of public rocks under the Baylor Survey and the 128,216.94 acres under private lease in 1957. The demand for seed oysters continues good and the Commissioner continues to refuse to issue permits for out of state shipments of seed oysters whenever there has been demand therefore by Virginia oyster planters.

Here it may be well to state that all oyster grounds producing oysters naturally are designated as public grounds and from these, any citizen of Virginia who pays a license fee of \$3.50 may remove oysters in season by hand or with ordinary tongs. A license for use of mechanically operated tongs costs \$10.50, and such tongs may be used on public rocks only in water too deep for shaft tongs. This depth may be specified by the Commission of Fisheries and the General Assembly.

The Commission of Fisheries may also authorize the use of dredges or scrapes under certain restrictions under the law, and it is interesting to note that one dredge can come up with 2,000 bushels of oysters in a day, compared to 50 bushels taken in the same period by a man with hand tongs.

Each year, additional acres of ground are being rented by planters. It seems, however, that most good oyster grounds have already been leased, so anyone entering the oyster business now will have to pay a high price to purchase from present lessees grounds well suited to oyster production. In 1958, \$500 per acre is not considered an exorbitant price.

It is to be remembered too that most private grounds do not have a natural strike of oysters, but if the proper kind of bottom—preferably muddy sand, shelly or stiff mud-sand—is used, seed oysters planted may grow well. The best seed oysters come from the James River seed bed, but there are other areas that are potentially good seed beds, particularly in the Corotoman and Piankatank Rivers. The trick is for oyster farmers to select seed oysters of good shape free from bits of broken shell, mussels and trash, and to avoid purchasing those infested with oyster drills or their egg cases, or those containing other predators and competitors.

Some oyster farmers produce their own seed from cultch, any hard substance to which larvae oysters may attach themselves at the time of setting. Oyster shells scattered liberally on the bottom make the best cultch, but they have their disadvantages at times because spat (young oysters) are de-

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stroyed by pests such as oyster drills contained in them. Incidentally, one of the functions of the Commission is to plant many tons of oystershell in the public grounds for young oysters to strike on.

Experiments are being continually carried on by the dedicated public servants at the Virginia Fisheries Laboratory under the direction of Dr. McHugh as to the best method of increasing the oyster supply and holding production at adequate levels. When it is considered that oystering in all its phases amounts to about 50 per cent of the value of the total seafood industry of the state, the work of these men and the Virginia Commission of Fisheries assumes proper proportion as to its value to the Virginia taxpayer.

There is available at the laboratory a great wealth of information about all phases of the seafood business, and yet the personnel there will tell you that they feel there are vast fields of knowledge concerning it which have not yet been tapped, but which, when made available to mankind through discovery by research methods, will revolutionize this important phase of Virginia life. Therefore they are continually about their business trying always to get at pertinent facts which will aid the individual Virginians who draw their livelihood from the products of the sea and its tributaries.

The crustacean second in importance to the oyster in Virginia waters is the Blue Crab. It is interesting to note that this ugly and savage fellow, considered a delicacy by so many, has chosen Virginia's Chesapeake Bay as its Virginia home. Great numbers of them are found there. In fact, two thirds of the entire United States production is derived from there, amounting to annual production of over sixty million pounds currently valued at something like 3,000,000 dollars.

Besides the crustaceans, there are the fin fish. Of these, the Croaker is second only to the Menhaden in the Virginia economy, and these two are accompanied in our waters by many other varieties, some of whose names are interesting: alewives, scup or porgy, spot, stripped bass, and bullheads or catfish, to give a few. One other might be given because of its renown as a gustatory delicacy: the Shad. Catfish or bullheads are a freshwater fish, but the rest follow the paths of the ocean and its briny tributaries.

The Virginia Fisheries Laboratory, situated on the York River in Gloucester County directly across from historic Yorktown, is about six miles up river from the Chesapeake Bay. It was

to tell the Virginia Story

established in 1940 as an independent state agency, but affiliated with the Commission of Fisheries, the College of William and Mary and the seafood industry through a Board of Administration composed of representatives of each group.

The plant is made up of two brick buildings containing much of the equipment needed to carry on the laboratory's important work. There are offices, chemical laboratories, constant temperature rooms, library and reading rooms, semi-dark rooms for micro-film and scale readings, dormitories, public exhibit rooms and kitchens.

On the water's edge, a substantial pier with creosoted piling and oak deck is wide enough to allow passage of an automobile. At the base of this pier is a two story brick workshop, wet laboratory and storage space. Extending at right angles to the axis of the pier is a series of catwalks and racks from which oyster trays, spat collectors and other experimental devices may be suspended in the water. On this pier are electrically driven centrifugal pumps to provide a continuous supply of salt water through lead pipes to where it may be needed at the laboratory. It is a fascinating place to visit, and one gets the feeling that if time were available, a world of knowledge is to be had there for the seeking.

For instance, they remind you at the laboratory that the annual take of oysters from Virginia waters is less than 50 per cent of what it was half a century ago; that the annual landing

now averages between 4 and 5 million bushels, one fourth of which come from the public rocks and the balance from private grounds; that annual surveys made for fish (menhaden, croaker, spot, grey sea trout and blue crabs) take place either near or outside the mouth of the Chesapeake Bay, which shows that the young move in to the deep estuaries and remain for the first year of life, after which they move slowly down and out into the sea, adopting thereafter annual migratory habits.

The personnel of the Commission and the Laboratory will tell you they go in and out of 1,500 miles of tidal waters in Virginia in the good ship "Pathfinder" and other craft, and spread their studies over 1,500 square miles of water.

Their purpose is, among other things, to show cause and effect relationship as to supply and demand of marine life which is worth total gross about 60,000,000 dollars annually to the Commonwealth of Virginia.

Is it any wonder that the Hon. Charles M. Lankford, Jr., Virginia's capable Commissioner of Fisheries, uses a plane to get around and keep up with all the ramifications of this varied and enthralling business? He has to, to save time. It is about four hours from Newport News to Franktown by automobile and ferry boat, and something like 30 minutes flying time.

He may be an airman, but he most certainly has his mind on the fishes of the sea. △

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(Continued from page 9)

booklet in the shape of a rose petal with these sentiments printed on its pages:

"May Christmas roses without
thorns
Bloom in beauty at your feet
May your life be sweet like a
song in tune
And time unfold like a rose in
June
Like a tune which flows
All the bright day long
With no bar of grief
In its happy song.
Like a rose from which
All the bright day thru
Hours like busy bees
Gather sweets for you".

Vying in interest and uniqueness in the Tuck collection is an artist's easel on which, framed in gold, is the picture of a mother surrounded by playing children in a summer landscape. This picture card can be dropped down from the cross bar of the easel revealing on the reverse side another sylvan scene with children playing. Then, on the back of a third card on the easel's crossbar is discovered the Christmas greeting, "A Merry Xmas and a Prosperous New Year". This same picture card can be flipped to the left and on the back of the Yuletide greetings is another landscape. A fourth card with Christmas sentiments on its back, if turned to the right brings a harvest scene, and if one raises vertically the fifth card (greetings printed on the back) they see a group of children surrounding an aged couple seated beside a festive dinner table. Finally, with all the cards opened to the left, right, down and up, the easel holds a card decorated with a wreath of flowers surmounted by a crown, and in the center the usual message, "A Merry Xmas and a Happy New Year", which is printed in red. The color scheme of the easel is white trimmed with gold.

Reviewing the collection as a whole, one is struck with the difference between the text of the various "greetings" and illustrations as compared with those of today. As to that text: while it all signifies the sender's desire to express to the recipient that he or she is remembered on Christ's natal day, one associates the wording with the gracious living and refined, even restrained sentiments of the yesteryears, to wit:

"May this day's brightness but an
earnest be,
Of the fair future that awaiteth
thee".

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THE 1957 DRIVER

(Continued from page 12)

clusion. 1957 drivers were, on the average, a better trained group than were the 1941 drivers. They included many graduates of Driver Training Courses. The 1957 automobile was a safer vehicle from the engineering standpoint, with more safety features built in to protect the passenger. The 1957 highway was safer than the 1941 road, with many modern and advanced engineering improvements. The 1957 driver, while subjected to many emotional disturbances (as was his 1941 counterpart), had a self-conscious awareness of "safety schooling" directed toward him from all media, nearly all publications, from civic organizations, and all governmental bodies.

The 1957 driver may be regarded as having won a skirmish in our battle against traffic slaughter, *but let us emphasize that we do not consider the battle won or victory even in sight!* The fatalities recorded in 1957 should represent the fallen warriors that resulted in *one* battle action, and should spur us to seek victory with fewer casualties in our battle to come. We must profit now from any lessons we have learned, and plan our campaign for the next skirmish so as to reduce the losses even more. We can accept

1957 as a year showing that our efforts are at last bringing results . . . but we cannot stop fighting. We must continue improving the engineering of our roads, our cars and the education of our drivers through training and safety consciousness. And above all, we must increase our individual effort to make sure we become safe drivers ourselves and stay alive!

So finally—after all of the comparisons were made in the field of emotional factors present in 1941 versus those of 1957 . . . after hypotheses were assumed, suppositions advanced, facts presented and statistics analyzed—we came to the conclusion, as did the two State Police safety officials with whom we worked, that in spite of more accidents and injuries in 1957, it is not wishful thinking but factual reasoning that at last Virginia drivers are slowly but surely seeing the handwriting on the wall. They are evidently realizing the menace of the irresponsible "highway murderer" and are determined he shall be stopped. Also, all facts considered, we repeat that the 1957 driver had the toughest emotional background conducive to disturbing rational thinking and alertness at the wheel . . . at all time and under all conditions.

The nine-months record of 1958 against that of 1957 warrants the fur-

ther conclusion that the plea for "safety consciousness" is having an encouraging effect.

(Note: While this article was being discussed on October 30, 1958, reliable nation-wide safety records were reviewed and reflected that during the first six months of 1958, the nation as a whole showed reductions in accidents and highway fatalities. Twenty-seven states reported decreases over their 1957 records. Heartening, we'd say! —G. W. J., Jr.)



THESE COMMANDMENTS Keep You Out of Traffic Trouble

- I Thou Shalt Not Speed
- II Thou Shalt Not Follow Too Closely
- III Thou Shalt Not Insist on the Right-of-Way
- IV Thou Shalt Not Overdrive Thy Headlights
- V Thou Shalt Not Back Without Looking
- VI Thou Shalt Not Cheat at Traffic Signals
- VII Thou Shalt Not Disobey Stop Signs
- VIII Thou Shalt Not Race the Train
- IX Thou Shalt Not Drink and Drive
- X Thou Shalt Not Pass at Curves, Hills, or Intersections

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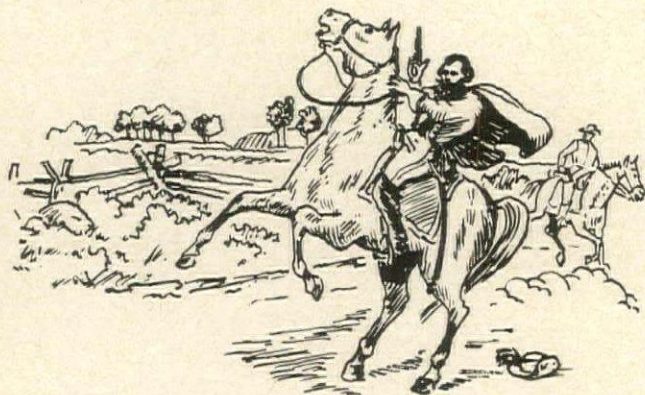
JEB STUART

by CLIFFORD DOWDEY

with drawings by ALEX ALLEN

James Ewell Brown Stuart, major-general CSA and chief of cavalry in Lee's Army of Northern Virginia, was perhaps the most colorful soldier who led troops in the Virginia theatre during the Civil War. A born cavalryman, "Jeb" Stuart had the flamboyant personality and the flair for spectacular performances that capture the imagination of contemporaries and provide the stuff of legend that is readily communicated across the generations. Every one who has even heard of the war has heard of Jeb Stuart's gaudy costumes, topped by the red-lined cape; his love of laughter and music, which included the immortal Sweeney with his banjo, playing *Kathleen Mavourneen* as the troopers rode to action; the almost superhuman energy and endurance; the iron will and absolute fearlessness with which he led his cavalry to exploits that will be re-told as long as mankind remembers an old war of gallantry.

Jeb Stuart's love of color and bravura acts sometimes tends to obscure the solid achievements he made for the Army of Northern Virginia. Only 28 years old when he relinquished a first lieutenant's commission with the Regular Cavalry to "go with his state," the powerfully built, red-bearded Virginian—with his penchant for jokes—was all business when it came to performing his duty. He was essentially an orthodox cavalry leader, in that he performed the classic function of screening the infantry from the enemy while discovering the enemy's intent. Lee said, "He never brought me a piece of wrong information." In the Second Manassas campaign, Stuart's flawless performance was a model of the proper function of mounted troops. In the Gettysburg Campaign, when for once Stuart's love of glory led him to stray off from the infantry, Lee revealed the extent of his dependence—not on cavalry, of which he had considerable, but on Jeb Stuart.



"... the last that was young and golden went from the tattered army when Jeb Stuart, rallying his troopers against heavy odds, took his mortal wound..."



Currently there is a rather foolish vogue of comparing Stuart to that fierce native fighter from the West, Nathan Bedford Forrest. While it is possibly true that if Forrest had been permitted to employ his vast natural gifts, his genius for combat might have overshadowed Confederate leaders of higher rank and larger responsibilities. On the record, Forrest never was given the opportunity to do much more than display his exceptional gifts for fighting mounted troops and conduct destructive raids. It is a part of the Confederate tragedy that Old Bedford's intuitive concepts of warfare were largely neglected and his potential never exploited; but the fact is that the army Jeb Stuart served was the only successful Confederate force in the field. While some make the invidious comparison of Stuart's "mere" orthodoxy, his fame rests soundly on that very orthodox performance of his proper function that contributed to giving the Army of Northern Virginia its place in history.

In superlatively performing his basic duty, Stuart himself was a magnificent fighter of mounted troops, a skillful raider, and some of his vainglorious acts—notably the muchly publicized "Ride Around McClellan"—contributed immeasurably to the morale of the army and the country. Even his personal extravagances, though not always appreciated by other individuals, sustained something young and golden, some aura of chivalry, in the brutally unequal struggle. When the end came for him in his 31st year, at Yellow Tavern, General Stuart was one of the last stalwarts of the army's great days. He took his fatal wound while rallying his men in that less glamorized phase of his dedication to duty in his unquenchable will toward the independence of his country.



"AS IT WAS . . ."

(Continued from page 3)

Washington any more," or Boston, Philadelphia, Chicago and Detroit: "everybody" has moved to the suburbs in a modern phenomenon that constitutes a mass flight *from* Togetherness—or, at least the type of Togetherness designed to impress the world with the fantasy that Americans recognize no differences of any kind in any people. But soon there will be no place to flee, no place to hide. Edicts will become "the law of the land" that force citizens to conform to a machine-made mould, and abandon any notion that may cherish any difference from their fellows.

Thomas Jefferson's "equality of opportunity" was designed to remove impediments from the emergence of the superior individual; he feared that the self-satisfaction of landed families in perpetuated control would block the rise of those individuals who possessed the potential of greatness. As it turned out, the uncontrolled scramble for power produced ambition without responsibility, and the conservative landed aristocracy has been replaced by aristocracies of money, of Labor, even of crime—though none that grew from the roots of a culture or that assumed any obligation to the whole society. By now it is horribly clear that ruling groups with neither roots in a society nor responsibility to it do not hold even a concept of greatness, and Jefferson's dream of a new country dedicated to producing the superior individual has become the nightmare of a scared country denying the existence of individuality.

Now—in this fear and venality, in opportunistic pandering to pressure-groups at home and in purposeless, day-to-day expediency in dealing with foreign blocs—the leaders and the wouldbe leaders vie with one another in proclaiming the passion of their intent to level all those borders of the mind that were created by inherited belief, perpetuated custom, regional and racial folkways, and personal preferences. Though lip service is still given to religion (possibly as a sop to what could be another pressure-group), the intent is manifestly to abandon reliance on man's relation to God and forcibly to substitute World Togetherness. The lamb will lie down with the lion, the snake cuddle up amongst the hen's eggs, fox and hound will run together: they will have to: it will be "the law of the land."

As Christmas is, despite the overshadowing aspects of a Merchandising orgy, still essentially a Christian observance, there can be little place for such a season that might offend the sensibilities of Mohammedans and Mongolians, Buddhists and Bush-men, and all the cultists of India—not to mention the Russia that has become the dictator of the "don'ts" in the American policy. Perhaps Christmas will become merely a festival, a Mardi Gras of buying and selling and exchanging, and only fugitive scholars (hiding in the deserted buildings in the downtown of some city) will be able to decipher from fragments of records the origin of the holiday.

But even the archivists will not be able to comprehend what was meant in the twentieth century by a "white Christmas." They will probably con-

clude that it referred to some rear-guard action of a vanished race. At that, they will be fairly right in so much as Christmas—as of now—is one surviving expression of the faith of Western man, one continuity with our deepest origins that is not yet threatened by the levelling process of (what our critics are pleased to call) "the course of history."

Since the celebration of the birth of Our Lord remains legally a matter of purely personal preference in the manner of its observance, let those of us who—as a world minority—continue to place our faith in man's relation to God thankfully enjoy this remaining area of privacy. Here we can draw on all racial customs and regional memories, the totality of tradition and inherited beliefs, just as if we were a free people who were to be allowed, even encouraged, to build on and from their past.

We can remember how it was when we were children, and from those now gone we know what it was before. In this season, at least, we can sing, "As it was in the beginning, is now and ever shall be." If *we* believe—well, there is a story, which does not need to be rewritten to protect sensibilities, about the finger in the dike. If we change "Merry Christmas" to "Prayerful Christmas," we might become that finger. But is it already too late?

Clifford Dowd

*Salutations to Commissioner Lankford and
The Virginia Commission of Fisheries*

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RULES (From page 10)

A good driver will NEVER:

1. Drive a vehicle while intoxicated or when he has taken any liquor or drugs.
2. Drive recklessly or in any manner that might lead to the injury of some one or cause property damage.
3. Pass on hills or curves.
4. Pass a school bus which has stopped to load or unload children (whether you are meeting or overtaking the bus.)
5. Drive faster than is safe and proper under the conditions existing at the time.
6. Pass at intersections, railroad crossings, or at any other point where a car or person may walk or drive onto the street or highway.

The Virginia Law has set up certain definite speed limits and if you drive faster than the limit posted, you are guilty of speeding. You could be guilty of reckless driving at a slower speed, based on existing driving conditions.

The speed limits established by law are:

- (1) 15 miles per hour passing a school during recess or while children are going to or coming from school.
- (2) 25 miles per hour in a business or residential district.
- (3) 35 miles per hour for a school bus, carrying children, when on the open highway.
- (4) 45 miles per hour for trucks on the open highway.
- (5) 55 miles per hour for passenger vehicles, buses and motorcycles on the open highway.
- (6) 55 miles per hour for pickups and panel trucks not exceeding one ton rated carrying capacity.
- (7) 45 miles per hour when towing a motor vehicle in which there is no driver.

These speed limits apply unless otherwise posted.

The law also provides that you must not drive at such a slow speed that you will block traffic or make the highway dangerous.

The main right of way rules are:

1. If your car and another car, approaching from a cross street, arrive at an intersection about the same time, and the other car is on your right, you must let him go through first.
2. If you are coming up to an intersection and there is another car already in the intersection, and the driver is giving a left turn signal, you must stop and let him make his turn, if in completing his turn he must cut across in front of you.
3. If you are driving in a business or residential district and someone is crossing the street on foot, you must give the right of way to the person on foot and let them finish crossing in front of you.
4. If you are making a right turn into a cross street, and somebody on foot is crossing the street into which you are turning, you must give them the right of way and let them finish clearing the intersection before you proceed.
5. If you are entering a public road from a private road, alley or driveway, you must stop and make sure that all traffic on the public road has cleared and that you can pull out on the highway safely.
6. If you hear or see, fire trucks, police cars, and other such vehicles coming from any direction, with sirens or whistles sounding, you must pull over and stop on the right side of the road and let them pass.
7. If you are approaching a traffic circle, you must yield the right of way to vehicles within the circle.

Turn and Stop Signals.—When you plan to turn, slow down or stop, you must let the drivers approaching you and the drivers following you know well

in advance what you intend to do, before you begin to turn or slow down.

Where You Must Stop.—There are certain places where the law says you must stop. These are places where every really careful driver should stop anyway.

1. You must stop if you meet or overtake a school bus that has stopped to load or unload school children and remain stopped until the road is clear and the bus is moving.
2. You must stop before crossing any railroad track when the gates are being lowered or when a flagman signals you to stop. If you are driving a school bus you must come to a complete stop at all railroad grade crossings.
3. You must stop at all points where a city or town or the Virginia Highway Department has placed a "Stop" sign.
4. You must stop if you are on a side road and are getting ready to enter an improved or hard surfaced state highway, unless there is a yield right of way sign and the traffic permits entering the highway.
5. You must stop before you enter a public road from a private road, lane or driveway.

Overtaking and Being Overtaken

You must never try to pass another car at any of these places: **(It is reckless driving if you do.)**

1. On a hill where you cannot see ahead.
2. On a curve where you cannot see ahead.
3. Near or in any intersection or cross road.
4. Near or crossing a railroad track.
5. At any time when there is not plenty of distance and time to pass and get back on your side of the road without crowding somebody.

Do not speed up when somebody is trying to pass you.



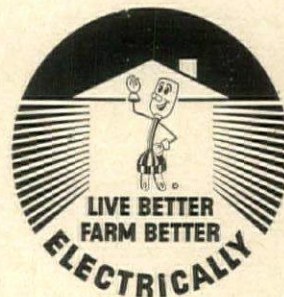
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Virginia Business Review

(Continued from page 14)

where several industry "firsts" were recorded.

Mr. McLaren said the new machine will have an initial capacity of 265 tons a day and a potential future capacity of 380 tons.

Present plans call for having the machine in operation by September 1959.

The Daniel Construction Company of Richmond was awarded the modernization contract.

* * *

The purchase of Tolley's Hardware Company in Lexington by Buchanan Hardware, Inc. has been announced.

Complete remodeling of the store, which will be known as Lexington Hardware, is in progress. John D. Hammit of Buchanan is the manager, while W. D. Cundiff of Vinton is president of the purchasing corporation. Wayne Graves of Buchanan is secretary-treasurer.

* * *

THE AMERICAN VISCOSE CORPORATION announces the recent appointment of Dr. George W. Low, Jr., as manufacturing manager for the corporation's Film Division—this according to Harold J. Michel, vice president and general manager of the Division.

Dr. Low will continue in his capacity as manager of the Fredericksburg, Virginia Avisco Cellophane Plant and will maintain residence in Fredericksburg.

* * *

NAMES IN THE NEWS

Shirley T. Holland, executive vice president of Farmers Bank of Windsor, has been elected to a three year term on the executive council of the American Bankers Association. . . . **N. C. Sharp**, executive secretary of Prince William County, has been named chairman of the county executives and administrators for the state of Virginia for 1958-1959. . . . **J. L. Thornhill, Jr.**, native of Appomattox, has been named associate supervisor on the Chevrolet account by Campbell Ewald Company, Detroit advertising agency. . . . **John A. Quist** has been promoted to district plant superintendent of the Lexington Telephone Company, and **Hunter L. Overby** has been made district plant supervisor to succeed Quist. . . . **L. B. Nutter** of Blacksburg has been elected chairman of the Montgomery County Planning Commission. This is a recent organization. . . . **William E. Cundiff**, chairman of the Roanoke County Board of Supervisors, is the newly re-elected president of the League of Virginia Counties. . . . **Dr. Thomas B. Ely** has been elected to the board of direc-

to tell the Virginia Story



JOHN C. PAISLEY

Nicholas C. Gianokos, vice president in charge of sales for Virginia Metal Products, Inc., announces the promotion of A. Warren Dudley to western division sales manager and John C. Paisley to Atlanta regional sales manager, by the company.

Mr. Dudley, formerly Atlanta regional sales manager, has jurisdiction over the sale of Virginia Metal products in 21 southern, southeastern and western



A. WARREN DUDLEY

states.

Mr. Paisley was formerly administrative assistant to the vice president of sales at VMP's home office in Orange, Virginia.

Virginia Metal Products, Inc. is a leading world manufacturer of movable steel partitions, steel doors and frames, library bookstacks and equipment, vertical filing systems and automatic conveyors.

tors of the Powell Valley National Bank at Jonesville. Other directors include **G. B. Hill**, president; **J. N. Cridlin**, vice president; **B. Wynn**, cashier, and **Van B. Grabee**. . . . **Mrs. Shirley Fines Armdon** of Triangle has joined

the staff of the First National Bank of Quantico. . . . **Brady L. Litton** has assumed the position of yardmaster for the Norfolk and Western at Saint Paul. He will be succeeded as railways yard-

(Please turn the page)

*Felicitations to Commissioner Charles M. Lankford
and the Virginia Commission of Fisheries*

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Statement of the Ownership, Management and Circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233) of VIRGINIA RECORD, published monthly at Richmond, Va., for October 1, 1958.

1. The names and addresses of the publisher, editor, managing editor, and business manager are: Publisher, Virginia Publishers Wing, Inc., 303 W. Main St., Richmond, Va.; Editor, Clifford Dowdey, Richmond, Va.; Managing Editor, Robert J. Spiker, Richmond, Va.; Business Manager, Donna M. Laurino, Richmond, Va.

2. The owner is: Virginia Publishers Wing, Inc., 303 W. Main St., Richmond, Va.; D. E. Goodman, Martinsville, Va.; S. L. Goodman, Martinsville, Va.; C. R. Boland, Columbia, S. C.; Donna M. Laurino, Richmond, Va.

3. The known bondholders, mortgagees, and other security holders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities are: None.

(Signed) Donna M. Laurino, Business Manager. Sworn to and subscribed before me this 2nd day of October, 1958.

Bee H. Proffett, Notary Public. (My commission expires March 14, 1959.)

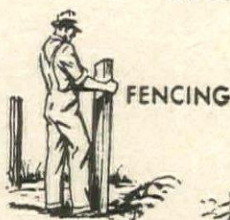
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(From preceding page)

master at Richlands by **Charles B. Hale**. . . **Alan Mimms Thompson**, native of Lynchburg, now of Greenwich, Connecticut, has been named first vice president of United Press International, having executive direction of all UPI operations. . . **John E. Wood, III**, Lynchburg native, has been elected president of Enjay Company, Inc., pioneer marketers of petrochemicals. He has been general manager of the Chemicals Products department of Esso Standard Oil Company since 1956. . . **A. S. Hackley** has been appointed vice president of the Poly-Scientific Corporation in Blacksburg. **James J. Pandapas**, president, says

Hackley will be in charge of marketing for the firm. . . **Robert C. Sullivan** of Blackstone, partner and manager of Nehi Bottling Company there, has been elected president of the Virginia Manufacturers of Carbonated Beverages Association. . . **J. B. Woodard, Jr.** announces the choosing of **A. Scott Offutt**, president of Anacostia National Bank of Washington, as a director of the Federal Reserve Bank of Richmond. He succeeds the late **Joseph E. Healy**, former president of the Citizens National Bank of Hampton. . . **Charles A. Ramstetter** of Richmond has been elected secretary-treasurer of the Mutual Insurance Agents Association of Virginia and Washington. △

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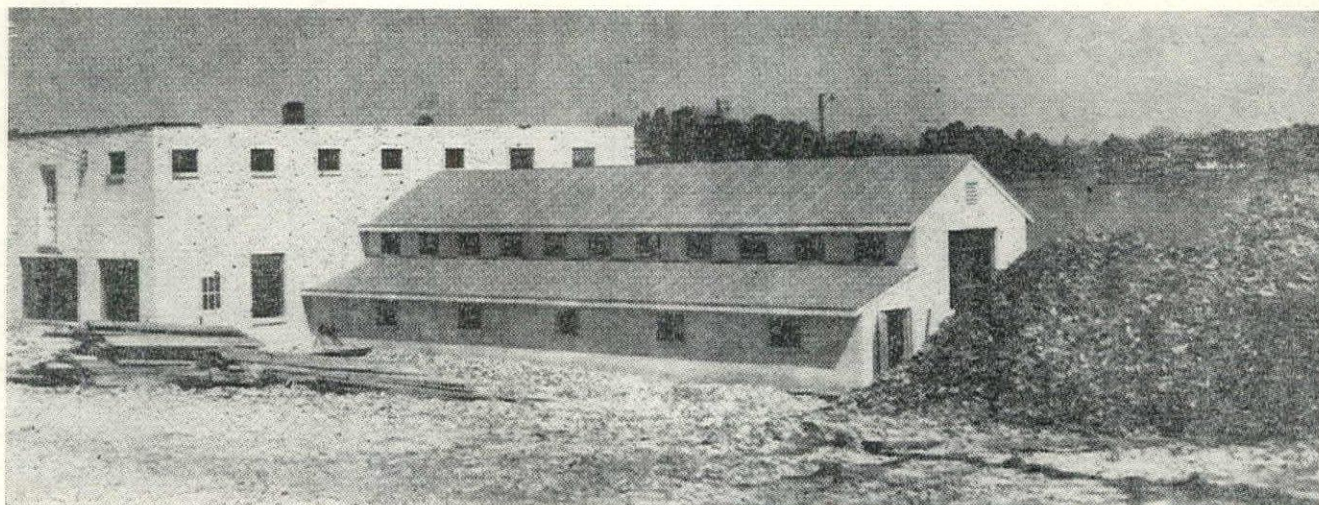
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