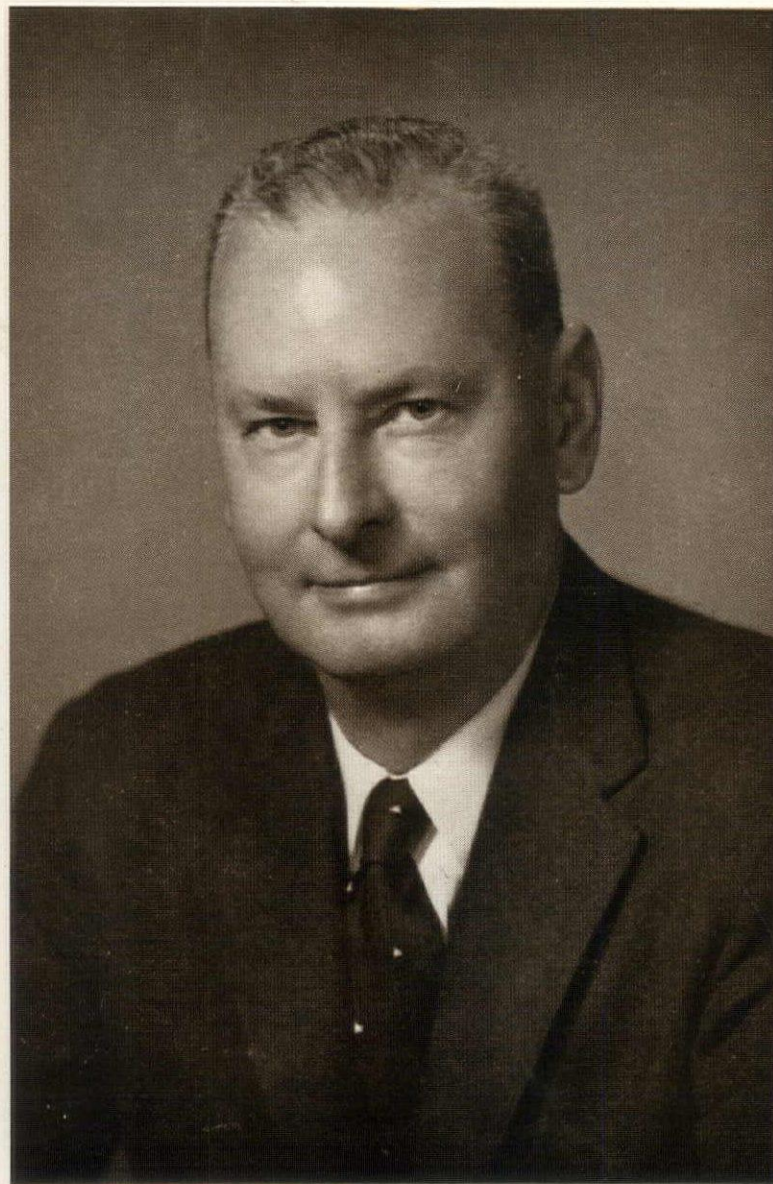


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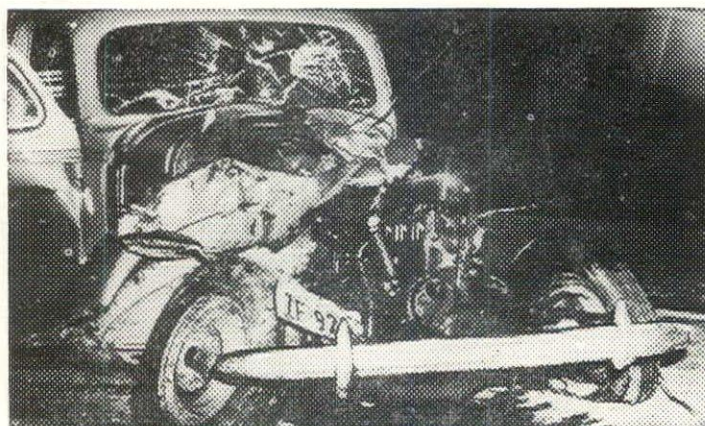


VIRGINIA HIGHWAY DEPARTMENT

VIRGINIA
A. G. C.
REVIEW
Page 15

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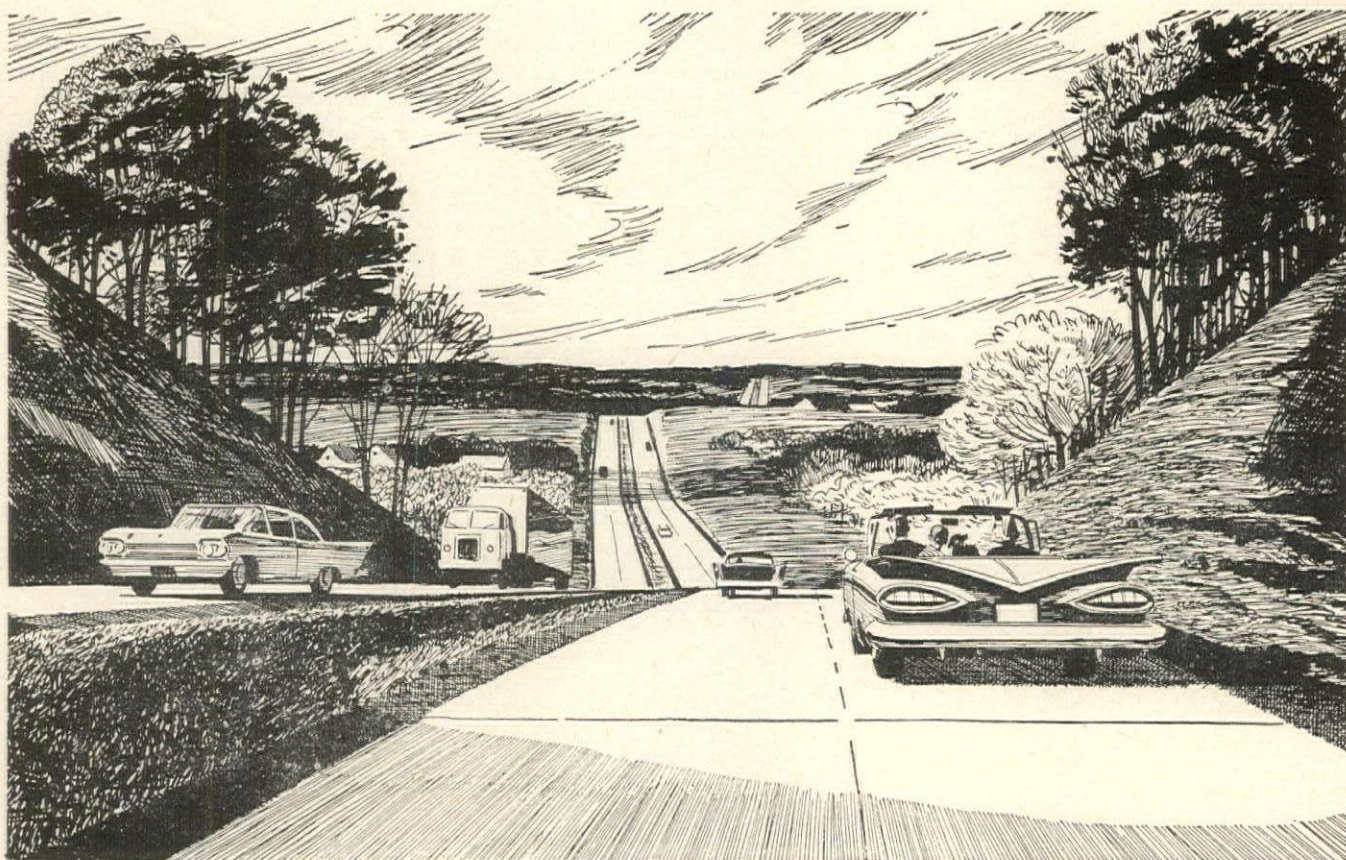
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The Band Wagon Rolls On

IN THE JANUARY editorial, beginning the new year of a new decade, hope was expressed for a decrease in the sectional misunderstanding over the problems of the Negro's rights, as New York City in particular was feeling the consequences of extending the welcome mat to colored minority voting groups. As of now, this seems to have been optimistically premature. If anything, Northern publications seem embarked on an undeclared campaign of distorting news to make it appear that the South is different from the rest of the country in its attitude to the Negro and that, while the Northern sections are populated entirely by crusading humanitarians, Southerners are isolated in rabid racism.

The *New York Times*, the same newspaper which made a front page story about the publication of a book on the potential racial problems of the New York area, did not give its front pages, or any prominent space anywhere in the paper, to ex-President Truman's attitude to the sit-down operations in the private property of merchants. The *Times*, and other New York and other Northern papers, did not wish their readers to know that a former president, noted for liberalism and civil rights, so strongly disapproved of the invasion of the rights of private property that he denounced the Negroes (and, by implication, their supporters) for confusing civil "liberties" with the violation of the rights of property-owners.

Time Magazine, in its coverage of the national press, made no mention whatsoever of this omission of Truman's comments on the conduct of Negroes in the South. But, *Time Magazine* did devote space in its press section to the manner in which Southern newspapers covered the troubles in South Africa.

The attitude of the Southern newspapers to South Africa could scarcely be as nationally newsworthy as Truman's attitude to actions in America. However, Truman's position tended to give Southerners some rights, while the attitude of Southern newspapers to a distant Negro problem would tend to isolate and differentiate the South.

Time's sister magazine, *Life*, found the ex-president's position on the sit-down to be less newsworthy than the White House picketing by some college boys from New England. As some of the states from which these colleges draw their students contain less than one percent of colored population, it is hardly reasonable to regard their idiotic picketing of the White House, and of local branches of chain-stores, as a more valid comment on the Negroes' behavior in the South than that of a civil rights politician who was formerly president. There is no need to pursue this point to indicate the solid trend toward selecting news items which show only unfavorable attitudes toward the South—even though the Yale student-paper expressed the opinion that the picketing antics of neighboring collegiates ranked with the traditional pranks of the nuttier elements of boys whose parents are providing them with an education.

Now, *Look Magazine*, apparently not to be shown to be less unbiased than the Luce publications, has come out with an article on integration in Washington, in which *Life* and *Time* have actually been outdone. Though the Luce publications do a coldly skillful job of slanting the news—through selection, omission, and emphases—it took "America's Family Magazine," as *Look* styles itself, to come out with flat misstatements and actually present the

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COVER NOTE: The cover shows Howard H. Harris, recently appointed Virginia State Highway Commissioner. (Photo by Foster)

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VIRGINIA'S "OF THE TAKE



Above, Route 81 in Washington County just east of the Tennessee line and north of Bristol. In the upper right of the photograph is a spur connecting into Bristol to serve the city. Portion under construction runs from the Tennessee line to east of Abingdon. Pictured below, Route 236, Fairfax County Interchange with the Washington Circumferential (Route 413) west of Annandale.



IF YOU ARE A MOTORIST taking a trip 10 to 15 years from now, you will move faster, more safely and comfortably—and you can virtually forget that old bugaboo of a Sunday afternoon traffic jam.

This is assuming you are traveling on the Interstate Highway System, a network of 41,000 miles of modern express highways spanning the nation and connecting 90 per cent of all cities with a population of 50,000 or more. Over 1,000 miles of this Interstate System now under construction are in Virginia.

You will not only travel with more ease, but the chances are good that you and your family can stop and have a picnic without even leaving the highway right-of-way. These scenic wayside rest areas will contain some of the comforts of home and will be safely removed from the zooming traffic on the expressway.

All of this will be possible through specific design features of the modern superhighway composing the Interstate System. On them you can expect to find:

1. One hundred per cent controlled access providing a steady, uninterrupted flow of traffic.

There will be parallel service roads where necessary to serve adjacent properties; improved sight distance and safe exits and entrances at selected traffic interchanges on main highways. There will be no intersections at grade.

2. Wide median strips separating opposing traffic streams.

Whenever possible, physical barriers such as trees, grassy strips and ground elevations are being maintained to provide greater safety and beauty.

3. Four lanes on nearly all of the system with six to eight lanes in and near cities.

There will be no traffic lights or stop signs. Crossroads will be carried over or under the expressway.

HIGHWAYS FUTURE" SHAPE

4. Long, easy curves and grades with wide, paved shoulders along the highway.

You can expect service facilities to be handled in a variety of ways. Under the rule of controlled access, highway rights-of-way are fenced in. Tourists, service facilities such as motels, restaurants and gasoline stations are not allowed. These will be available along highways that interchange with the Interstate System. Additional service and emergency facilities are being worked out.

John E. Harwood, the location and design engineer of the Virginia Department of Highways, says his division is thinking in terms of wayside rest areas provided with picnic tables and toilet facilities.

These rest areas would be available to through traffic, located near cities, with identical areas serving opposing traffic lanes (thereby eliminating the dangerous temptation to cross over).

It is also possible that the Interstate System will be divided into segments, each equipped with police, ambulance, rescue squad and gasoline filling stations. This system is followed successfully along New York toll roads.

If you should run into trouble or out of gas, standard procedure on the expressway will be to pull off the highway and tie a white handkerchief on the door handle of your car. A trooper or highway maintenance driver will see your distress signal and summon aid.

Many features of the Interstate System are already familiar to Virginians. The Shirley Highway (Route 350) is built to interstate standards with few exceptions and is now a part of Interstate Route 95. The Richmond-Petersburg Turnpike is a part of Interstate Route 95 and 85. A section of Interstate Route 64 from Hampton Roads Tunnel to Route 258 is open and the Emporia Bypass, a part of Interstate Route 95,

(Continued on page 41)



Above, a portion of Route 95 in Hanover County running from near the Henrico County line to Route 54 at Ashland. This section of road, still in the early stages of construction, demonstrates how natural barriers are being maintained when possible to separate opposing traffic lanes. Below, Route 64 in Newport News. Photo shows the interchange with Route 17. This is a part of the Hampton Roads Tunnel approach system. (Photos, courtesy State Highway Department)



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WHITEVILLE, NORTH CAROLINA

Howard H. Harris:

VIRGINIA STATE HIGHWAY COMMISSIONER

by WALTER P. DREWRY
Public Information Officer,
Virginia State Highway Department

THE APPOINTMENT of Howard H. Harris as Virginia State Highway Commissioner on March 25, 1960, to succeed the late Samuel D. May was a popular one throughout the industry. The soft-spoken native of South Boston has a background of 37 years with the Department, and it's doubtful if there's a man in the Old Dominion better qualified to fill such an important post.

Known affectionately as "Preacher" by just about everyone in the business of building roads, Harris thoroughly understands problems both in the field and in the office. After all, he was a field man himself for 22 years before coming to the Central Office in Richmond 15 years ago.

Harris, born August 3, 1903, is the son of the former Julia Vernon and the Rev. G. A. Harris, a retired minister who now resides in Cullen, Va. As a youngster he saw a great deal of the state as his father moved about from one church assignment to another. When he entered a private high school in Amelia County, the headmaster, knowing his father, introduced the Rev. Harris to the student body and asked him to say Grace. From that instant, young Harris became known to his classmates as "Preacher." The nickname was to stick with him through life.

He was working for the Burkeville Orchard Company in 1923 when a highway survey crew came through and had a vacancy. Harris, just shy of 20 and little dreaming that 37 years later he would head the huge road agency, leaped at the opportunity and accepted a job. After serving as a rodman, levelman and transitman, he was named Chief of Survey Party in June, 1928. Harris continued to rise rapidly in the organization and from 1932 until 1945, when he came to Richmond as Assistant Maintenance Engineer, he served as resident engineer at Hillsville, Salem and Wytheville. On October 1, 1951, he was named Maintenance Engineer.

"He has a memory like an elephant," one of his friends remarks. "He can tell you nearly every piece of road



(Foster photo)

H. H. HARRIS

that was built, both primary and secondary, when he was a resident engineer, including dates, type of base, and names of people living along them at the time. I believe he can tell you most of the retreatments on the primary system, including year, dates of application and the contractor who did the work, during the time he was in the Maintenance Division."

On July 1, 1954, Harris was promoted to the post of Assistant Chief Engineer and placed in charge of the Construction, Maintenance, Secondary Roads and Landscape Divisions. He served in that capacity until Commissioner May appointed him Administrative Assistant on February 1, 1959. In that position Harris assisted the Commissioner in various departmental matters, handled the allocations to the highway districts and headed the Department's public relations program.

As Highway Commissioner, Harris runs the Department in an administrative capacity and, in addition, has an important policy-making function as chairman of the State Highway Commission, which is composed of representatives from each of the eight construction districts.

The Commissioner made a big hit

with engineers at a meeting shortly after he was appointed to his new post.

"I want you to call me by my nickname," he told the group, "and if I can ever be of any help to any of you at any time, feel free to call on me."

Harris takes great pride in the Department. Newsmen learned that when they asked him what changes he planned to make in the organization. "We have the best Highway Department in the nation," he returned. "There'll be no changes."

What'll be his biggest job?

"Our biggest job," he says, "is to keep the expanded highway program going—to meet the state's needs."

The Commissioner and his wife, the former Irene Jackson of Chase City, make their home at 3954 Fauquier Avenue in Richmond's north side with their daughter, Jackie, 17, a student at Thomas Jefferson High School. When the day at the office is over, Harris likes to relax at home and he finds relaxation in many ways. He's fond of working in his basement workshop.

"Mrs. Harris is extremely fond of antiques," he notes, "and the task of rebuilding the antique furniture she's always buying provides projects for the workshop." He's also completed work on the family recreation room in the basement although he regards himself as "only a fair carpenter."

The Commissioner also is an outdoor man and wishes he had more time for hunting and fishing. Among his prized possessions are a flyrod and a 20-gauge shotgun. He's also a football, basketball and baseball fan. Among his favorite teams is the Richmond Virginians baseball club of the International League. Harris competed in many sports during his youth and keeps in condition now with a daily walk near his home.

The Commissioner belongs to numerous highway organizations. He's a Certified Professional Engineer and holds the rank of member in the American Society of Civil Engineers. The Commissioner is a 32nd degree Mason and a Shriner. He is a member of St. Thomas Episcopal Church. ●



EMORY P. BARROW
Lawrenceville

Emory P. Barrow, who represents the Richmond District, was appointed to the Highway Commission on July 1, 1942 by Governor Darden. He was born in Brunswick County on May 5, 1891, and attended Randolph-Macon College, Washington and Lee Law School and the University of Paris, France. His wife is the former Virginia J. McCartney of Frederick County.

Barrow, a practicing lawyer in Lawrenceville, represented Brunswick County in the Virginia General Assembly House of Delegates from 1934 through 1938.

He is a member of the Methodist Church, Kappa Alpha and Omicron Delta Kappa fraternities and the American Legion.

He served in the Army during World War I.



G. WALLACE CARPER
McLean

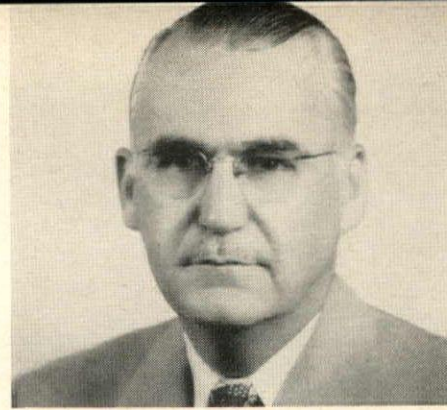
G. Wallace Carper, who represents the Culpeper District, was appointed to the Highway Commission on June 7, 1957, by Governor Stanley. He was born in McLean on May 14, 1895, and educated in the public schools of Fairfax County except for one year when he attended a school in Washington. He is married to the former Catherine Louise Sanders of Washington.

A retired dairy farmer, Carper served on the Fairfax County Board of Supervisors from 1932-56 and was chairman of the Board from 1940-56. He is a former member of the Board of Directors and Finance Committee of the Maryland-Virginia Milk Producers Association. Carper is vice-president of the Herndon Federal Building and Savings Association.

A past president of the League of Virginia Counties, Carper is a charter member of the McLean Lions Club and a past master of Sharon Lodge No. 327 A.F. and A.M. He is a former deacon in the McLean Baptist Church.

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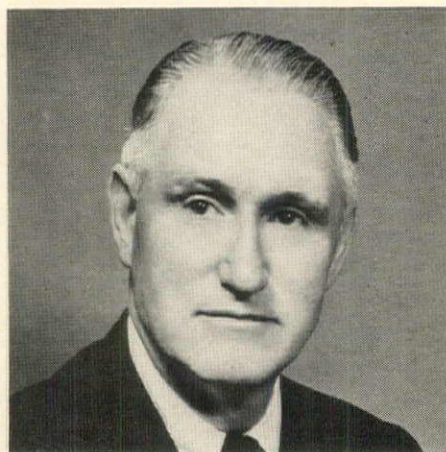


S. SUTTON FLYTHE
Martinsville

S. Sutton Flythe, who represents the Salem District, was appointed to the Commission on October 12, 1954 by Governor Stanley. He was born in Jackson, North Carolina, on March 15, 1907 and attended Jackson High School and Duke University. His wife is the former Virginia White of Edenton, North Carolina, and they have four children, Walter W., S. Sutton, Jr., James Thomas and Margaret F. Teague.

Flythe has been president of the First National Bank of Martinsville since 1954. Previously he served the bank as executive vice-president. From 1928 to 1946 he was vice-president and cashier of the Bank of Fieldale.

A member of the Kiwanis Club and the Shenandoah Club, he has been active in civic affairs by serving as a director on the Chamber of Commerce, the Martinsville Chamber of Commerce and district chairman of the Boy Scouts of America. He's a member of the Methodist Church.



WALTER N. CHINN, JR.
Fredericksburg

Walter N. Chinn, Jr., who represents the Fredericksburg District, was appointed to the Highway Commission by Governor Almond on August 25, 1958. He was born at Hague, Westmoreland County on October 10, 1905, and attended Cople High School, Virginia Episcopal School, the College of William and Mary and is a graduate of Atlanta Law School with an LLB degree. His wife is the former Lucy Warner of Warsaw and they have two children, Mrs. Taylor Robinson Smith of Charlottesville and Lucy Warner of Fredericksburg.

Chinn, who operates an insurance agency in Fredericksburg, is a past president of the Fredericksburg Rotary Club, the Fredericksburg Chamber of Commerce, the Fredericks-Travel Council, the Virginia-D. C. Mutual Agents Association and the Episcopal Laymen of the Diocese of Virginia.

He's a member of St. Georges Episcopal Church in Fredericksburg, the Mt. Vernon Club, Theta Delta Chi fraternity and Fredericksburg Lodge A.F. and A.M.

During World War II he served as a captain in the Army in the European Theater.



BURGESS E. NELSON
Mt. Jackson

Burgess E. Nelson, who represents the Staunton District, was appointed to the Highway Commission on March 17, 1951 by Governor Tuck. He was born in Conicville on July 24, 1890 and attended Conicville School and Roanoke College.

A distributor and jobber of petroleum products in Mt. Jackson, he also owns and operates the Nelson Theatre there. Nelson also is a director and Chairman of the Board of the Peoples Bank of Mt. Jackson.

He served in the Virginia General Assembly Senate from 1944-48. Prior to that he was a member of the Shenandoah County School Board for 21 years. Nelson also has served on the Chesapeake Bay Ferry Commission since 1958.

He is a member of the Lutheran Church.



SOL W. RAWLS
Franklin

Sol W. Rawls, who represents the Suffolk District, was appointed to the Highway Commission on November 25, 1933 by Governor Pollard. He was born in Nansemond County near Holland on May 3, 1888, and attended Franklin High School and the College of William and Mary. His wife is the former Rowena Camp of Franklin and they have one son, Sol W. Rawls, Jr.

Rawls is president of S. W. Rawls, Inc., Franklin, a gasoline distribution company. He is a member of the board of directors of Vaughan and Company Bankers and the Home Telephone and Telegraph Company. Rawls also is a member of the Richmond-Petersburg Turnpike Authority and has been a member of the Town Council of Franklin for the past 20 years.

A charter member and past president of the Franklin Rotary Club, he is a member of the Franklin Baptist Church, Theta Delta Chi fraternity, Cypress Cove County Club, Princess Anne Country Club and the Commonwealth Club.

He served in the Navy during World War I.



WILLIAM M. SCLATER, JR.
Marion

William M. Sclater, Jr., who represents the Bristol District, was appointed to the Highway Commission by Governor Almond in August, 1958. He was born in Marion on February 14, 1912, and attended Augusta Military Academy, Emory and Henry College and the University of Virginia.

Partner in the Marion Drug Company, Sclater is a director of the Bank of Marion and chairman of the Smyth County Democratic Committee. He has served on the Marion Town Council and the board of directors of the Marion Chamber of Commerce.

One of the organizers of the Holston Hills Country Club in Marion, he also is a member of the Shenandoah Club in Roanoke and the Commonwealth Club in Richmond. He is a member of the First Methodist Church in Marion.

Sclater enlisted in the Navy in 1941 as a Storekeeper 3rd Class and was discharged in 1945 as a Lieutenant. He spent four years in the North African Theater with the Eighth Fleet.



TUCKER C. WATKINS, JR.
South Boston

Tucker C. Watkins, Jr., who represents the Lynchburg District, was appointed to the Highway Commission on September 1, 1949 by Governor Tuck. He was born in Halifax County on August 11, 1885. He attended Eastman Business College in Poughkeepsie, New York, and Virginia Polytechnic Institute. His wife is the former Louise Barksdale of Halifax County and they have three children, Dr. William R. Watkins, Tucker C. Watkins, III and Mrs. Mary Watkins McLaughlin.

President of South Boston oil and bottling companies, he's also active with the Halifax County Chamber of Commerce and the Virginia Chamber of Commerce. Until 1921 he was vice-president and cashier of the South Boston National Bank.

He's a member of the Baptist Church.

Photos of the Virginia State Highway Commissioners were furnished through the courtesy of the State Highway Department.

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GATE CITY, VIRGINIA

The Governor's Highway Safety Committee

by **HIRAM M. SMITH, JR.**

*Director of Public Information,
Governor's Highway Safety Committee*

WHEN VIRGINIA first began, in 1933, to maintain statistics on traffic crashes, there were 569 deaths for the year and a rate of deaths per 100 million vehicle miles traveled of 19.9. Year by year, annual deaths climbed upward until the all-time high of 1,110 was gained in 1941. However, due to the heavy increase of motor vehicle traffic, the death rate was down to 18.3.

It must be remembered that 1941 was well out of the Depression doldrums, with war preparation causing industry to reactivate in a drastic manner. Once more people had money to spend for such luxuries as automobiles and travel. No doubt the uneasiness of the international situation brought a feeling of recklessness. Industry and the services were taking traffic policemen and others who worked in the field of traffic safety. Virginia, as other states, had not fully awakened to the terrible problem posed by the ever increasing ranks of those who misused the automobile.

Still, there might have been some significant public outcry against the slaughter of 1,110 people had not we awakened to total war as the year died. All thoughts turned to the war effort, but there were other related factors which worked to turn the public mind from traffic deaths.

War brought drastic curtailment of speed limits and of the use of gasoline and rubber for non-military purposes.

It brought also no replacements for civilian automobiles and owners protected their aging models as they never protected their necks on the highway.

Deaths fell to a low of 552 in 1944 but, with the war's end and the promise of lifted restrictions, they were back to 645 in 1945. In 1946 they reached 850.

By the spring of 1946, officials on state and national levels who were charged with the control of traffic had a good idea as to what was likely to happen if no concentrated and sustained effort was made to stop the present trend. In May, President Truman called a meeting in Washington to which the governors of each state were invited, along with those of their department heads who were most involved with traffic safety.

Governor William M. Tuck attended the conference and was so impressed with the recommendation that each state form an official body to combat the menace that he established the following June, by executive decree, the Governor's Highway Safety Committee of Virginia. Originally, the Committee members were Colonel C. W. Woodson, Jr., Superintendent of State Police, General James A. Anderson, State Highway Commissioner, and the late Crawley F. Joyner, Jr., who was then Commissioner of Motor Vehicles. Later were added the head of the State Corporation Commission, the Superintendent of Public Instruction, the Commissioner of Agriculture and the State

Health Commissioner. Still later were added the Attorney General and the Commissioner of Labor and Industry.

The broad policy was established to coordinate safety activities among state governmental agencies, to fully inform the public on all phases of traffic safety, to cooperate with local and national officials, to review periodically the situation and to recommend such improvements as deemed practical and necessary, and to enlist the aid of citizen groups and organizations.

The following September, E. H. Williams, Jr., a Smithfield attorney who was then employed by the Division of Motor Vehicles, was named Executive Director. Mr. Joyner was made Chairman and offices were established in the Division of Motor Vehicle quarters. After a thorough study of the situation, including visits to several states which were well known for consistently good traffic records, Mr. Williams gathered a staff of three field representatives and a secretary. At that time, the staff was paid by the Highway Department and quartered by the Division of Motor Vehicles, but was directly administered by neither. The Executive Director worked directly under the Chairman and offices were in his establishment for convenience.

Here, it is well-nigh impossible for the author to refrain from the first person, so closely has he been connected with the Committee's work since those early days. I was employed as a field



Photo, left, shows W. L. Groth, then State Police Officer and Assistant Administrator for the Committee, receiving tangible evidence of public support from the Daughters of the American Revolution in the form of printed copies of THE MOTORIST'S PRAYER for statewide distribution. Right, Hiram M. Smith, Jr., Committee Director of Public Information and Field Representative S. B. Dunn flank Josephus A. Schaefer of the Portsmouth Safety Council on the occasion of the National Safety Council's highest award to a citizen receiving no emolument for his work in traffic safety. Mr. Schaefer has been so honored three times while no other person in the nation has received the award more than once. (Photos for this article, courtesy of the Governor's Highway Safety Committee.)

representative with the understanding that I would double in brass as a publicist, since I had had experience in that field. In a very little while I was doubling in brass to do field work and, before long, was confined almost exclusively to publicity and information. We had little idea in the beginning as to the support we would receive from the information media.

We were green in those days and made mistakes. Mr. Williams, impressed by the effectiveness and number of local safety councils in Connecticut, was grimly determined to organize one for each county and for each fairly sizeable city in the state. We overlooked the very small size of Connecticut into which many large communities are crowded, all in close proximity to the capital.

Apart from inherent public lethargy as to traffic sanity, we ran into lack of local appropriations for administering councils, long distances which members would have to travel for meetings and activities, and the fact that our staff was too small to aid them in maintaining continuous interest and promoting programs the year around.

Many councils were formed and some fell by the wayside, until finally we realized that the optimum was to work with those who were doing something and leave off attempting to prod those who were comatose. Many devoted people were encountered and good work was done, but the dream of omnipresent organizations dissipated. One organization which we helped to form in early 1949 was the Portsmouth Safety Council which is still under its original President, Josephus A. Schaefer, a local businessman who has won unprecedented recognition from the National Safety Council (NSC).

At this time, we might also recognize Radio Station WRVA of Richmond as one of the first to give us its wholehearted co-operation. It is pleasant to note that WRVA has just received its seventh Public Interest Award from the NSC for outstanding work in the field of traffic safety during 1959. John B. Tansey, now the Station's General Manager, worked closely with us in those days. Another stalwart, in the newspaper field, was John D. Craigie, then with the *Richmond News Leader*. There were and are many others but these were the outstanding pioneers whose cooperation was aided by our proximity.

While we were unable to keep scores of councils functioning, those which functioned, functioned well, the word must have been spread to some extent, and the coordinated effort of



Above: Mayor Anderson of Richmond receives similar awards made by the National Safety Council and AAA to cities.



Above: Governor Almond presents a national award of the National Safety Council to Colonel C. W. Woodson, Jr., who is chairman of the Governor's Highway Safety Committee, as well as Superintendent of State Police, at the National Award dinner last fall.

all state agencies undoubtedly began to make itself felt. The end of 1947 saw Virginia with 711 deaths for the year and a rate of deaths per 100 million miles of travel of 9.3. The 850 deaths of the preceding year had brought a death rate of 12.6.

This sharp reduction in deaths, achieved in the face of a very heavy rise in traffic volumes, brought the Commonwealth national honors.

During the winter of 1948-1949, a study was made with the aim of streamlining the state governmental structure without losing effectiveness. It was decided that the Committee's staff was too small to remain an entity and that it was most logical to place it under the State Police for administrative purposes.

Accordingly, Colonel Woodson was appointed Chairman and the staff was placed under Captain W. L. Groth, now Richmond's Director of Public Safety, who then headed the Safety Department of the State Police.

Mr. Williams, known universally as "Judge," was appointed by Governor Tuck to head the State Department of Professional and Occupational Registration just before the transfer. The appointment had nothing to do with

the transfer. There was the vacancy and Governor Tuck no doubt recognized the outstanding ability Mr. Williams had demonstrated in organizing and promoting the Committee's safety program. Judge, however, did not long remain outside the field of traffic and kindred matters and is now Executive Vice President of the Virginia Highway Users Association.

When Captain Groth left the Department of State Police in 1955, Captain R. B. King took over his duties and the title of Assistant Administrator of the Committee.

The Committee now operates under its fourth governor and has seen a safety effort that has brought it numerous national awards. In 1948, the National Safety Council established Outstanding Achievement Awards for states in the promotion of traffic safety through dissemination of public information. Virginia has won ten of these. A similar award was established in 1953 for the organization of public support and Virginia has received five of these. Other awards have come in other fields of promotion more specialized as to the individual department receiving them. At the time of this writing (May, 1960)

(Continued on page 55)

"SLOW DOWN AND LIVE!"

The Governor's Highway Safety Committee has announced that Virginia will participate again this summer in the ninth annual "Slow Down and Live" campaign which is sponsored by the Association of State and Provincial Safety Coordinators.

This traffic safety campaign is aimed at speeding and other "in a hurry" violations and actions in which speed and impatience are involved. The campaign began the Friday before Memorial Day and will continue through Labor Day.

The movement, started in 1953 among the Northeastern states, later spread to include all states, Porto Rico and the Canadian provinces. The Committee notes that, in about 40 per cent of Virginia's fatal crashes, a driver exceeds the posted limits and that in another 14 per cent there is speed too great for existing conditions. With heavy vacation and week-end travel, the summer months usually see more speeding and impatient driving than the other months.

In asking motorists to lower their speeds and increase their caution during this dangerous period, the Committee alters the national slogan to read: "Slow Down, Live and Let Live!"

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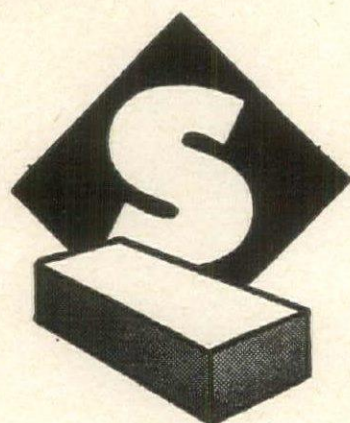
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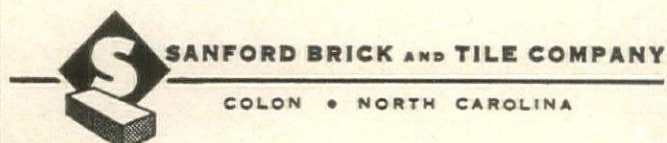
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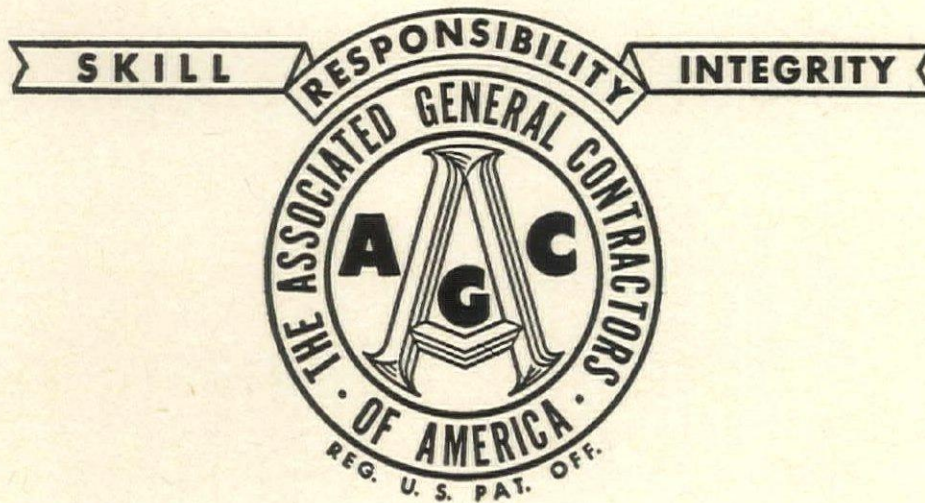
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Air Conditioning, Heating and Ventilating Contractors
for the new Merchants & Farmers Bank
featured on page 18 of this issue.

VIRGINIA A. G. C. REVIEW

OFFICIAL SECTION,
VIRGINIA BRANCH, A.G.C.



FEATURING:

**SILAS S. KEA & SONS
GREGORY CONSTRUCTION CO., INC.**

Merchants and Farmers Bank of Franklin

Franklin, Virginia

DECEMBER 31, 1959

RESOURCES

Cash and Due from Banks.....	\$ 578,160.24
United States Government Securities.....	2,237,977.97
State and Municipal Securities.....	599,711.78
Other Securities.....	123,871.33
Furniture and Fixtures.....	14,111.28
Loans and Discounts.....	1,555,187.47
Other Assets.....	237,314.23
Total	\$5,346,334.30

LIABILITIES

Deposits	\$4,699,846.59
Reserve for Interest, Etc.....	19,698.74
Capital Funds	
Capital Stock.....	50,000.00
Surplus	500,000.00
Undivided Profits.....	56,695.22
Reserves	20,093.75
Total Capital Funds.....	626,788.97
Total	\$5,346,334.30

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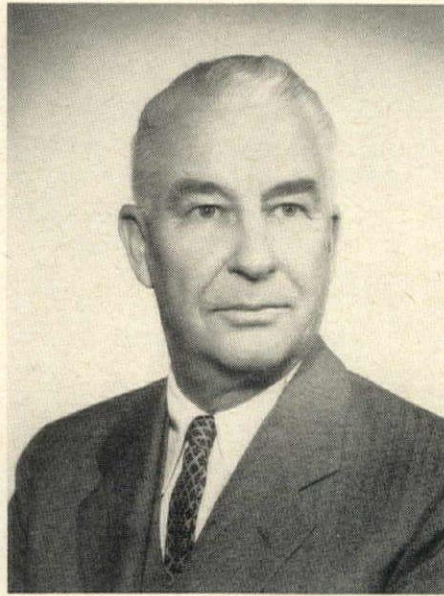
Pounding Mill, Va.

Virginia Branch, AGC, Elects Officers At Annual Convention at Hot Springs

• The Virginia Branch, Associated General Contractors of America, Inc., held its 1960 Annual Convention at The Homestead, Hot Springs, on February 28 through March 2, 1960.

New officers elected during the convention were J. Davenport Blackwell of Blackwell Engineering Company, Warrenton and Merrifield, president; R. E. Lee of R. E. Lee & Son, Inc., Charlottesville, vice-president; and A. Carl Schenck of Carpenter Construction Company, Inc., Norfolk, secretary-treasurer.

Mr. Blackwell was born in Fauquier County and educated in Bethel Military Academy, Warrenton High School, and the University of Virginia, where he received his degree in engineering in 1916. In February, 1926, he organized the firm of Blackwell and Keith, and in 1929, changed the firm name to Blackwell Engineering and Construction Company. In 1945, the name was shortened to Blackwell Engineering Company. The new president is a veteran of World War I and served overseas from June, 1917, to January, 1919. He is a former employee of Havenville Engineering Corporation, Winter Haven, Florida, and was Assistant Road Engineer for Fauquier County from 1925 through 1927. He was a Regional Engineer for the U. S. Coast and Geodetic Survey, Works Progress Administration from 1932 to 1933. He has been a member of the Virginia Branch, A.G.C., since 1936, serving in recent years as



J. DAVENPORT BLACKWELL
President

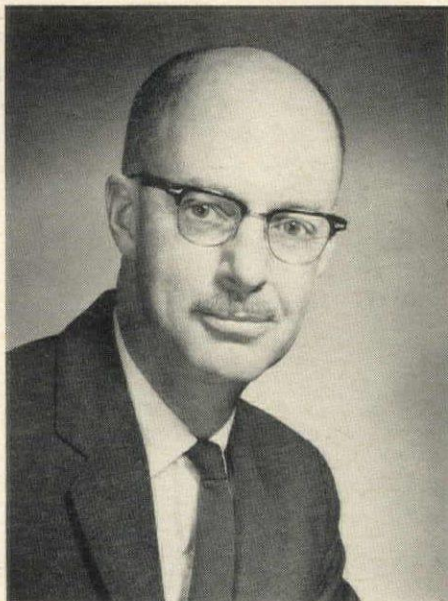
a member of the Legislative Committee, Board of Directors, Executive Committee, and vice-president in 1959. Mr. Blackwell is a member of the Virginia State Chamber of Commerce, Warrenton Hunt, Fauquier Polo Club, and a life member of the Fauquier Club. He served as a member of the Virginia Registration Board for Contractors from 1938 to 1950, and was Chairman of the Board in 1949. Several recent projects include high bridges on the scenic George Washington Memorial Parkway along the Potomac palisades, and the subway serving the U. S. Capitol and Senate Office Buildings in Washington, D. C. In addition to being in the general contracting business, he is also actively engaged in cattle farming at "Clifton," the family estate where he was born. "Clifton" is part of an original grant made to Joseph Blackwell, an ancestor, for service to Charles I of England, as King's Surveyor. He is married to the former Miss Pauline Mosby Coleman, granddaughter of Colonel John S. Mosby of Civil War fame. They have two daughters, Stuart Mosby and Pauline Eugene.

Mr. Lee, a graduate of Charlottesville High School, received his Bachelor of Science degree in Civil Engineering from the University of Virginia in 1929. He has been a Certified Professional Engineer in Virginia since 1930, and was a co-founder of R. E. Lee & Son, Inc., in 1939. He has been president of this firm, which is engaged in

commercial building construction, since 1950. The new vice-president is a veteran of World War II, and held the rank of major in the Corps of Engineers. His overseas service includes New Guinea, Leyte and the Phillippine Islands. His many local activities include service on the Charlottesville Building Code Committee, a Board Member of Architectural Review of Charlottesville, a member and 1957 president of the Charlottesville Chapter of Virginia Society of Professional Engineers, a commissioner of Charlottesville Redevelopment and Housing Authority, a member and the 1957-1959 chairman of Charlottesville Building Code Review Board. He is a member of St. Paul's Episcopal Church, Rotary Club, Farmington Country Club, American Horticultural Society and American Rhododendron Society. He is married to the former Miss Virginia Williams of White Plains, New York. They have two children, David Christopher and Robert Erwin, Jr., students at Williams College, Williamstown, Massachusetts.

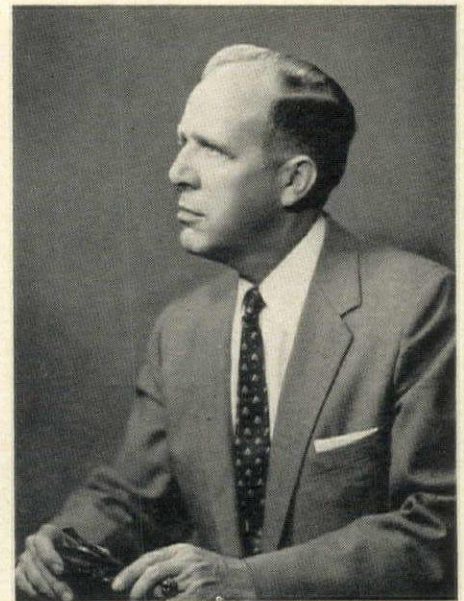
Mr. Schenck is a native of Philadelphia, Pa., where he attended both grade and high school. In 1934 he received his Bachelor of Science degree in Civil Engineering from the University of Alabama. He has been a vice-president of the Carpenter Construction Company, Inc., since 1942. Prior

(Continued on page 35)



R. E. LEE, Vice-President

to tell the Virginia Story



A. CARL SCHENCK, Secy.-Treas.



Silas S. Kea & Sons Complete New Merchants and Farmers Bank Building

THE NEW MERCHANTS AND FARMERS BANK BUILDING, in Franklin, has been recently completed by Silas S. Kea & Sons, of Ivor. Exterior walls of the new bank are brick with stone interior walls, aluminum windows and terrazzo floors.

Alan McCullough, Richmond, was architect, with Lester G. Baggett, associated.

Located on the corner of 2nd Avenue and Franklin Street, near the center of the business and shopping area, the new building embodies many innovations in banking facilities and conveniences.

The bank provides six paying and receiving teller booths, two note-teller booths and a drive-in teller. Adjacent to its generous lobby is officers' space.

The main banking room features a handsome stainless steel vault door. A large private office doubles as board room, and an additional small private office is provided. The bookkeeping room and adjacent fireproof record vault are directly behind and adjoining the tellers' booths for quick reference to customers' records. Also provided are employees' lounge, heating and air conditioning equipment room and storage space.

A grille, formed of precast stone in open work pattern outside the window wall on the front of the building is



Above, John D. Abbitt, president of Merchants and Farmers Bank.

not only an interesting architectural feature but gives screening against the afternoon sun and affords partial visual screening of the note tellers' and officers' area.

All bank fixtures, including the vault wall, are of selected American Cherry up to a height of seven feet. Colored

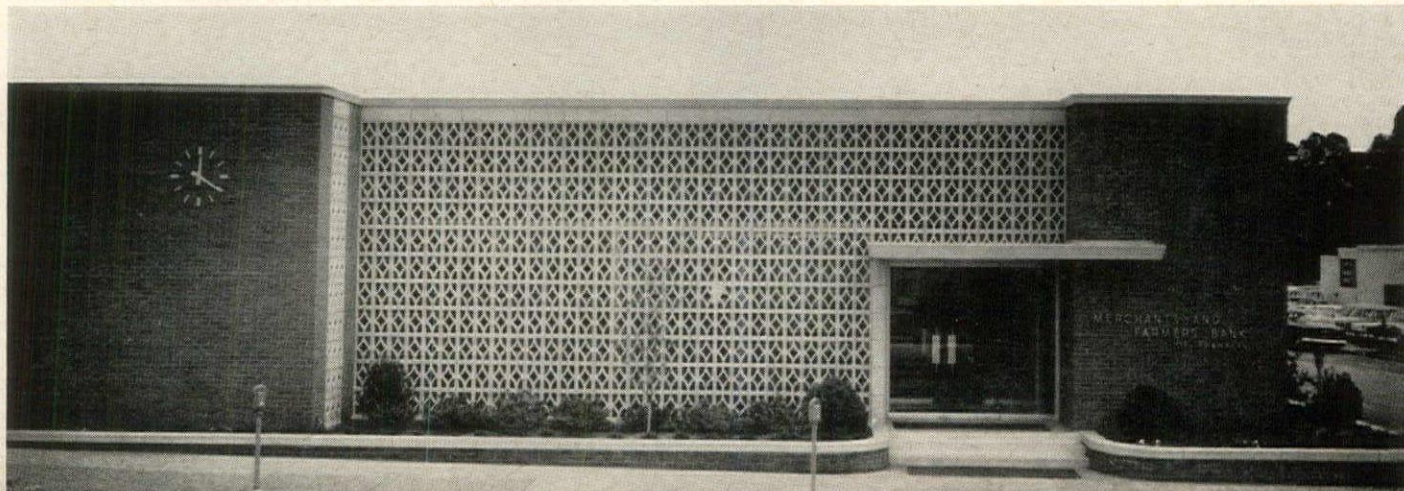
tile mosaic in a random pattern is used as a frieze above this line up to the ceiling. Ceilings are suspended fissured acoustical tile with recessed fluorescent lighting in lobby and tellers' areas, and open down lights for accent lighting.

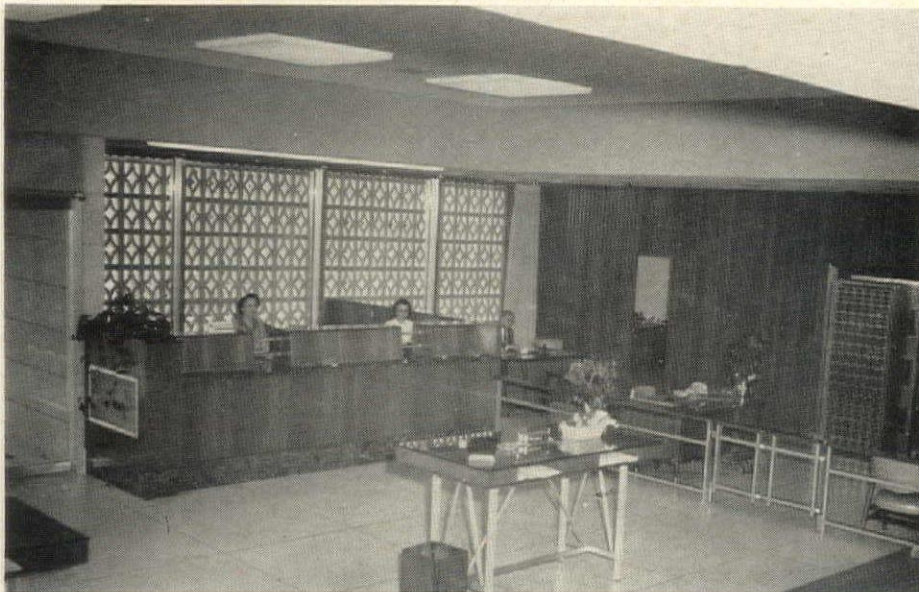
Parking is provided behind the bank. Trees and evergreen shrubs and ground cover in borders flank three sides of the building, which contains approximately 4,500 square feet.

Total cost of the building was \$106,300.00.

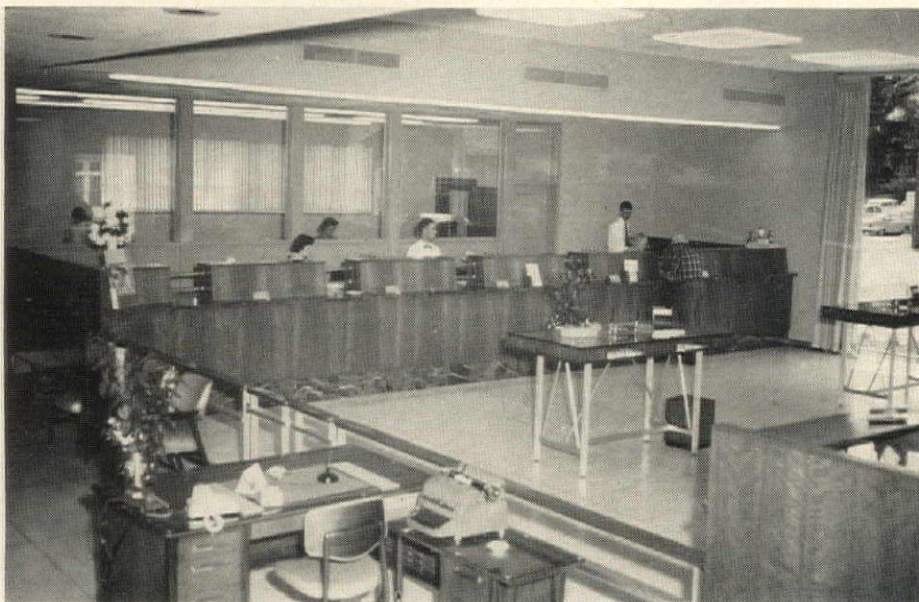
Excavating, foundations, concrete, carpentry and masonry work was done by the general contractors. Subcontractors and material suppliers were Montague-Betts Co., Inc., Richmond, steel; Virginia Steel Co., Inc., steel roof deck; W. H. White & Son, Richmond, roofing; Economy Cast Stone Co., Richmond, stone work; Sash, Door & Glass Corp., Richmond, windows and window walls.

Also, Shaw Paint & Wall Paper Co., Norfolk, painting and plastic wall finish; Consolidated Tile Co., Richmond, ceramic tile, acoustical; Oliva & Lazuri, Inc., Richmond, terrazzo; Ruffin & Payne, Inc., millwork; R. L. Thompson, Smithfield, electrical work; W. D. Sams Plumbing & Heating Co., Norfolk, plumbing; Victor and Eugene Wills, Suffolk, heating and ventilating.





Photos above and below show the main banking room, tellers' booths and officers' space.



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BEFORE: The building was originally intended for use as a dance hall and recreation center, plans for which failed to materialize. After use as a temporary church, it was abandoned to the weeds until the present remodeling began.

New Furniture Mart Completed by Gregory Construction Company, Inc.

(photos by Howard Churchill)

THE NEW C. L. Barnes & Sons Furniture Store on Centerville Road in Manassas was completed by Gregory Construction Co., Inc., Manassas, last November.

Architects for the remodeling job were Zekan & Pitt, also of Manassas.

The two story building is of brick

and cinder block with interior walls of peg board and pine floors.

The interior of 20,000 square feet provides a distinctive showcase for some of America's finest furniture lines.

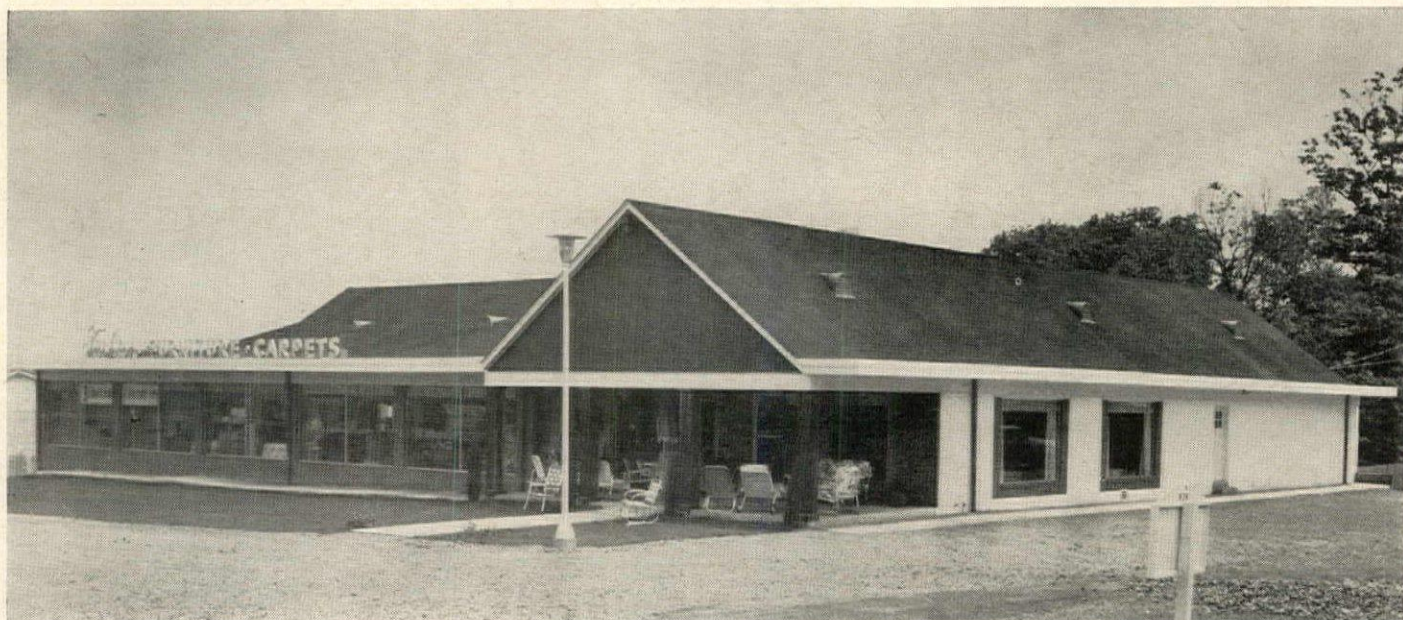
Cedric L. Barnes, owner, who has dealt in fine furniture for more than 30 years, conceived the Contemporary House of Fashion Furniture to reflect

truly the charm and dignity of the surrounding communities.

Manager of the new store is A. L. Bradford, a local man who has been with C. L. Barnes & Sons since 1946. The store will offer a furniture center on which Virginians can depend whatever their budget may be.

Excavating, foundations, concrete,

AFTER: Work on the new building, remodeled at a cost of \$62,000, included fill amounting to approximately five feet.





Since the ceiling was only eight feet high, wells were cut in it to give the appearance of a higher ceiling and a balcony was added. Existing rafters were used and trusses made; then at each cross section a brace with turnbuckles was used to keep the building from spreading.

masonry, structural wood, carpentry, paneling, weatherstripping, and waterproofing were done by the general contractor.

Subcontractors and suppliers included: Manassas Iron & Steel, Manassas, steel; Manassas Roofing Co., Manassas,

roofing; D. C. Glass Co., Washington, D. C., window walls and glazing; Manassas Decorators, Inc., Manassas, painting; Bilton Insulation, Inc., Arlington, insulation; C. L. Barnes & Son, Manassas, resilient tile.

Others were Manassas Lumber Corp.,

Manassas, millwork; Dominion Electric Supply Co., Inc., Arlington, lighting fixtures; Noland Co., Inc., Arlington, plumbing fixtures; John Roseberry, Manassas, plumbing; Calvert-Jones Co., Inc., Arlington, air conditioning, heating and ventilating.

BELOW: Photo on left shows section which was divided off into kitchen, dining room, living room, bedroom and bath for display. Right photo shows new stairway cut to lower floor.



FALL CROPS

Are Finest of the Year



Many vegetables difficult for the gardener to grow in the spring are easy in the fall. In some cases, this is because of Nature's provision that in the fall they do not go to seed. Try your luck this fall. Follow the chart below.

TESTED LATE PLANTING CHART

The following dates have been taken from actual field tests, made by ourselves here in Richmond:

	<i>Latest Safe Planting Date</i>
String Beans, All Varieties	Aug. 20
Beets, All Varieties	Aug. 15
Swiss Chard	Aug. 15
Collards	Aug. 10
Smooth Kale	Aug. 30
Curled Kale	Sept. 15
Lettuce, Wood's Cabbage (head).....	Aug. 15
Lettuce, Grand Rapids (leaf)	Aug. 20
Mustard, So. Giant Curled	Sept. 1
Mustard Spinach	Sept. 10
Radish, Winter	Aug. 15
Radish, Early	Sept. 1
Spinach, New Zealand	Aug. 15
Spinach, Bloomsdale	Dec. 1
Turnip, Imp. Purple Top White Glove	Aug. 30
Turnip, Yellow Aberdeen	Aug. 15
Turnip, Seven Top	Sept. 15
Chinese Pelsai or Celery Cabbage	Aug. 15



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Garden Gossip

Section

Mrs. Gerald J. Pierce, Editor

Phone AT 8-0202, 7700 Hillview Ave., Richmond 29, Va.

A VICIOUS CIRCLE OF PROGRESS

Many Virginians have heard the story about Brother Ben who "shot at a rooster and killed a hen." Today mankind is being indicted by researchers for this same lack of marksmanship.

The fact is that growing numbers of desirable mammals, birds, insects, and reptiles, as well as aquatic forms of life, are being killed by the often indiscriminate use of insecticides.

Donald H. Messersmith, assistant professor of biology at Radford College, is the latest to point out the dangers in using modern insect killers. Messersmith is presently a candidate for a Ph.D. degree at VPI. He became interested in the effect insecticides were having on wildlife and investigated literature on the subject.

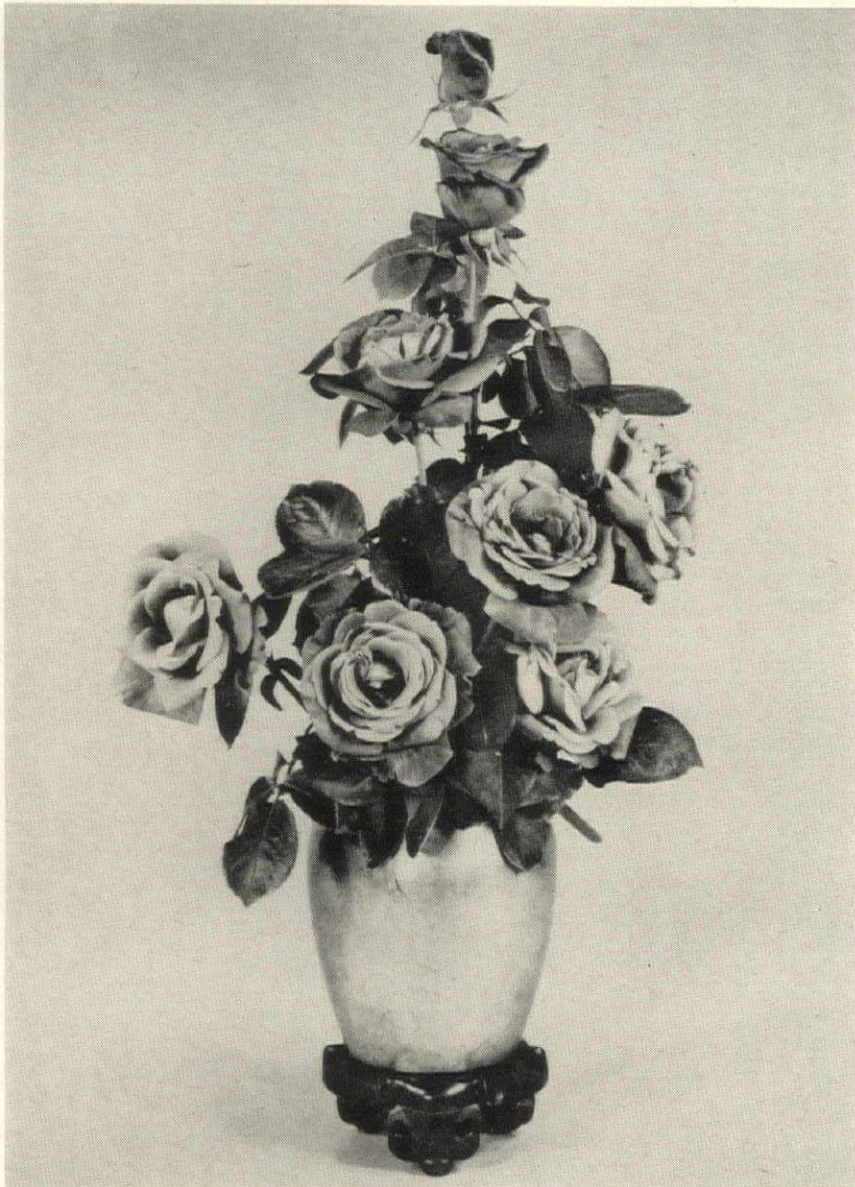
The trail of these killers is often as hard to find as that of a fox hard pressed by a pack of hounds. This is so because it involves food chains. For instance, a Mississippi bottomland was treated with DDT for malaria control. By the third day after spraying, all insect-eating birds except some woodpeckers, swallows, flycatchers, thrushes, and warblers had disappeared. They had left the area, and fortunately the nesting season was over.

However, all crayfish, food for raccoons, the most important wildlife species in the area, were killed. With their food supply disrupted, the raccoons turned to eating acorns and mussels. This put them in competition with ducks and muskrats that normally used these food sources.

In St. Lucie County, Florida, a county commission on its own authority sprayed 2,000 acres of salt marsh with dieldrin for sandfly control. There was a complete kill of fish and an almost immediate kill of all aquatic invertebrates except mollusks. More than a million fish estimated to weigh between 20 and 30 tons were piled high in the ditches and canals where they were available to fish-eating birds and scavengers. Little is known of the effect on these animals from eating contaminated food. But there is a widespread suspicion that fish-eating birds may be partially sterile from feeding on infected fish. In Florida, the colorful colonies of aquatic birds have been unsuccessful at breeding in recent years.

It is thought, also, that this may be a reason the national symbol, the bald eagle, is decreasing in numbers. A known pair of eagles in Pennsylvania

(Please turn to page 26)

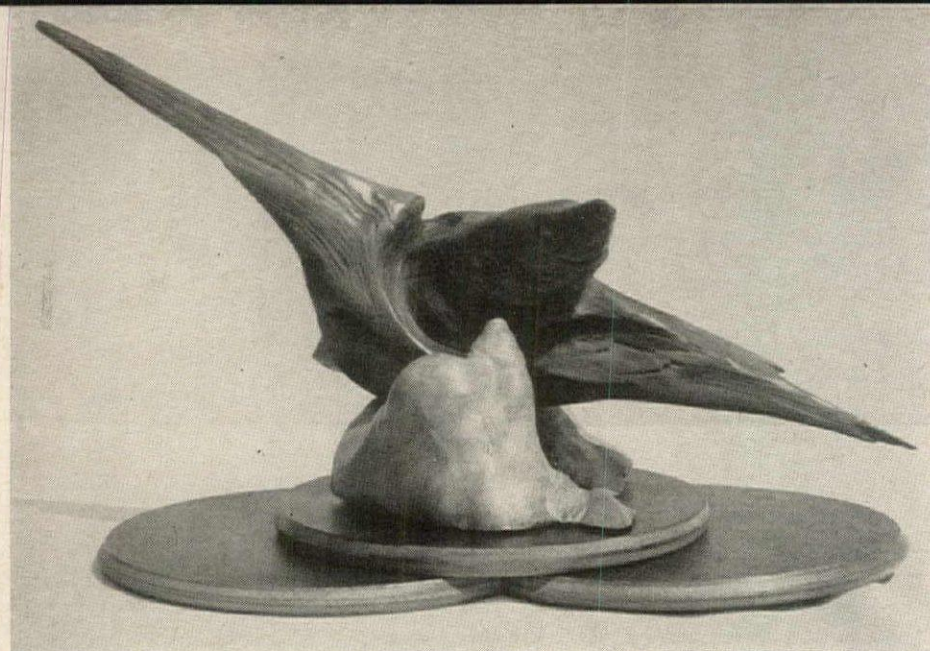


Courtesy Jackson and Perkins

Simplicity marks this effective arrangement of a new blood-red hybrid tea rose AMERICAN HOME. Note the use of self-foliage, often the best for roses. This new rose claims intense fragrance, a very compact, round and full bush that does not become lanky as do so many. The large flower, 4½ to 5 inches, has large flat petals and is quite double, even under hottest of weather conditions. The abundant foliage and long sturdy stems as well as an attractive urn-shaped bud makes this variety a "natural" for flower arrangers and the bush is desirable for the garden as well.

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Judging Modern Abstract Flower Arrangements

by
KATHRYN HOLLEY SEIBEL

Excerpts from a lecture before the
Cleveland Region, Ohio Judges Council

THE ADVENT of the abstract quality in modern flower arrangements poses a problem for today's judge. The abstract is here. We feel the need for definition and study of a subject which challenges and intrigues both arranger and judge. Some of us admit a prejudice against the abstract. But all good judges are eager to learn more about it in order to judge fairly.

When we go out to judge a flower show dressed in our little tailored hats and tailored suits, our handbooks under our arms, we leave six little words at home: "I like," and "I do not like". Humbly we do our best so far as our knowledge and experience permit.

One dictionary defines the word abstract in this way, easily applied to flower arrangement: "We separate some one element from all that does not necessarily belong to it, *abstract* it, and view it alone".

When we cut a flower from its root, we abstract it. When we trim off all its excess foliage, we further abstract it. However, when we set it in a container alone or with other material, the arrangement may be done in either the traditional or modern-abstract manner, or in dozens of ways in between these two. Picture a yardstick with the traditional at one end and the modern-abstract at the other end, with line-mass in about the middle. There will be a degree of abstraction in all arrangements, from traditional to modern-abstract, but the abstraction in the modern-abstract will be its essential quality.

Traditional vs. Modern-Abstract

We can define the traditional arrangement as representing something that exists, a literal picture, an illusion of reality. It has a quality of natural-

Hearthside Press, Inc. graciously granted permission to your editor to use this example of modern abstract art from Mrs. Cypher's *Modern Art in Flower Arrangement*.
Arranger: Mrs. Robert Godley. Photo by Mrs. Fred Langford.

ness. It is conventional, obvious, and the plant material will retain its physical identity. It is objective in treatment, sometimes story-telling. The judge is conscious of the pretty flowers, clever representation, but may easily feel that the arrangement has been done before.

The modern, on the other hand, uses flowers only as units of a design, and the more abstract the handling the purer the design will be. The judge is conscious of the total effect of the design rather than the flowers' identity. The good modern-abstract arrangement is subjective in treatment. It expresses the feelings of the arranger purely through line, form, shape, color and texture of the material used.

Objective and Subjective

Since most of us have been arranging objectively, the term scarcely needs defining. We set out to make a realistic arrangement for a space in our home or at a flower show. We aim to please the observer with our well-arranged, feminine, eye-pleasing bouquets. In traditional homes these arrangements are correct, in good taste, and "comfortable" and make the guest feel the same way. Fine!

The *subjective* treatment is quite the opposite, however. The arranger thinks about expressing the way he feels and uses a line, a shape, or a color to express his emotion: gaiety, sadness, triumph, loneliness, joy, thankfulness. His work will be stylized, dramatic, simplified, almost masculine in strength, and sometimes geometric.

Often the kind of material used is long-lasting, exotic, bold in color and form. The abstract arrangement suits our fast-moving life and our modern homes. Because of its greater precision in design, it does not allow for mistakes. Like a work of art, the observer may not understand or like it, but if it is well done he will find it difficult to ignore.

Judging the Abstract

In judging abstract arrangements we are reminded again not to use the word "like" even though we find it on the tip of our tongues. And we must be wary. The fact that it is an abstract arrangement does not necessarily mean that it is good; it may be very bad. We must use the same principles of art in judging the abstract as we use in judging any arrangement.

A thrilling experience awaits the judge who finds an excellent abstract arrangement in a flower show. Not only will she SEE and REACT to its dramatic quality, but she will have the added thrill of being in a position as judge to award it a blue ribbon for the world to see.

As abstraction in flower arrangement is mastered, arrangements will be more individual, more independent of tradition, and flower arrangement will progress from the *craft* that it now is to the *art* which it may be. The best is yet to come.

ED. NOTE: For further study, Mrs. Seibel recommends the following:

Cyphers: *Modern Art in Flower Arrangement*

Ohara: *Everyone's Flower Arrangement*

Rutt: *The Art of Flower & Foliage Arrangement*

Canada: Metropolitan Museum of Art *Seminars in Art*

Begonias

For

Blossoming Beauty

A SOLUTION FOR SHADY SPOTS

Photos courtesy Belgian Begonia Growers Association



"B" is for begonias—brilliant, bountiful, and a boon for the spot that needs vivid splashes of color, indoors or out.

Begonias combine daintiness with brilliance of color—and simple growing requirements. The flower resembles the camellia: it is flat of form, softly ruffled of leaf, and can grow to a spectacular six inches.

You can count on the begonia to cheer up the semi-shady spot where nothing else flourishes. It is a garden scene-stealer; give the begonia an inch, and it will take a yard. Or seem to. Plant fiery crimson begonias in the dappled light beneath your shade tree, a gleaming cluster of gold blossoms along the sheltered north side of the house, a gay flock of orange around your shady patio. They will flourish in the pot, in lath houses, in windowboxes, or shadowboxes.

Begonias originally came from Mex-

ico, but they take their name from Michel Begon, a French botanist.

Begonias are now associated as much with Belgium as are tulips with Holland. The rich, fertile, low-country-soil makes the plants thrive, and Belgian gardeners know how to pamper them.

They explode into bloom in June, lend their presence up to November, or until they are nipped by the first frost. Begonias are the longest-blooming of all the tubers.

The Belgian Begonia Growers Association tells us that fresh begonia tubers should be stored in open bags, in a cool but not cold place, before planting. To hasten growth, however, the bulbs can be planted in shallow boxes and placed in a warm room, to be transferred to the garden when the weather is favorable.

When the first sprout peeps forth, the tuber goes into a mixture of leaf mold and sand, or peat and sand. Space the tubers evenly in flat boxes, allowing enough space for heavy root growth. They should be completely covered, no more than a half-inch deep, with only the tip of the sprout showing. Roots develop from the top and sides.

Place the box in a strong light, but shielded from the direct rays of the sun. Temperature should be 60° to 65° but avoid too low temperature, excess moisture, excessive dryness. Don't be alarmed if growth seems leisurely; begonias are slow starters, develop rapidly once they get going.

When plants are four inches high, they are ready for the garden and their success depends upon placing them where they will be most comfortable. Begonias are particular about drainage; if your soil is heavy, add sand and peat.

Loosen the soil to a depth of eight inches. Make a mixture of six parts

peat and one part dried manure. Mix this with an equal amount of the loosened soil. Then, add a complete fertilizer as directed by the manufacturer of the brand you buy.

Beneath each plant, sprinkle a couple tablespoons of organic fertilizer. Set the plant, firm it, and cover lightly with the prepared soil. Plants should be nine inches apart.

To give the bed a trim, uniform appearance, points of leaves should face the front of bed.

Feed begonias every three or four weeks. A peat mulch will control weeds, retain moisture, and improve quality. Soil or mulching, however, should never come in contact with the stalk.

Begonias are thirsty plants—sprinkle generously. The stalks are brittle, so have them carefully staked. If show-sized blooms are desired, nip off the first buds to appear and also the two lateral single (female) blooms that flank each center (male) large double one. And be sure to nip off all wilted leaves and flowers.

Although begonias are usually very healthy, dust with sulphur if powdery mildew forms.

When the first frost makes the foliage drop, wash the bulbs gently and air them in the sun for several days to a week, until the tubers are hard and dry. Then store them in a cool, frost-free place until February or March when the new growth begins.

Your begonias will be ready to add their gay color to your garden all summer long. Under shade trees, in the patio, along a walk or fence, wherever you want a bright touch. With its beauty and versatility, it's sure to win a permanent spot in your gardening plans.



news from the gardening world

Take A Vacation— And Keep Your House Plants Too

If you're shy about asking your neighbor to water house plants for you while you're away from home, horticulturists at VPI have a solution for you.

Dr. J. H. Tinga has rigged up a contraption which he says is very handy for the plant lover who's taking a vacation.

He says to select a flat surface—window ledge, table, or floor. Cover it with about 6 layers of newspaper. Lay a sheet of 4 mil. polyethylene plastic on the cushion of newspaper. A plastic table cover from the "dime store" is all right. Use rolled-up newspapers or sticks of wood to hold up the edges.

Pour on two inches of washed, coarse builders sand. Flood with water to be sure the top of the sand is level and that the plastic is water tight. Drain the water down to one inch deep (half way down on the two-inch layer of sand). Firmly seat pots on layer of sand. Larger pots may be put one inch above water level. Small pots should be raised by mounding up the sand. It will take some experimenting to adjust so the top of the soil will not be too wet. After the pot is set on sand, water it from the top to establish capillarity with the wet sand on the table.

Be sure *not* to use organic fertilizer such as manure, compost, or cottonseed meal before or after setting pots on the sub-irrigation table. This will prevent souring.

Inverted one-gallon jugs, milk bottles, or other containers are used as the water source. Hold them inverted with a box or with bricks. Place the mouth of the jug on a small stick and remove the sand so a one-inch water level is established. Raise or lower the pots until they are slightly damp on the surface.

There's one catch. The bottles have to be filled when they are empty. However, once the sub-irrigation table is set up, re-filling the bottles occasionally is less trouble for your neighbor (or for you) than watering the plants every day.

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A Vicious Circle

(Continued from page 23)

has not raised an eaglet since 1947. Eight known pairs in New Jersey have raised no young in three years. In Florida, an eagle expert who has studied their nests for 20 years reported that in 100 nests along the west coast ten years ago, 150 eaglets were produced yearly. In this same area in 1957 only eight were produced, and in 1958 only three.

Residues of DDT and similar insecticides accumulate in the fatty tissue of birds feeding on worms which have lived in contaminated soil or leaf residues. The amount taken in may be lethal, or it may not become lethal until a demand is made on this fatty tissue containing the insecticide. This often occurs when birds are migrating and do not have a ready source of food.

So we have a picture that might go like this: Elm trees are sprayed to control beetles spreading Dutch elm disease. Some of the residue accumulates in the leaves. The leaves fall off and become a part of the soil. Earthworms living in the soil take up the insecticide. The following spring robins feed on the worms and are killed or weakened. A predatory hawk eats some robins and dies.

Messersmith believes the enormity of the problem is only now making itself felt. And there are more aspects of the problem, often little understood.

Farmers and researchers have reported increases in spider mite infestations after spraying for codling moths. Red mites and aphids have been known to increase sharply after some other pest has been sprayed. Studies show their natural predators were killed incidental to spraying, so with nothing to keep them in check these new pests increased in numbers.

What can we do to correct this situation? Messersmith says that farmers should be careful to follow directions on insecticide labels. They should determine that the use of the insecticide will outweigh damage to desirable species of animals before using it.

Most destruction of non-target organisms has occurred after aerial sprayings. This method should be used sparingly and only when other methods of spraying are impossible. Farmers should use every effort to cooperate with researchers by reporting unusual wildlife mortality to the proper authorities as soon as they find carcasses.

Messersmith says, "No one advocates prohibiting control of pests by insecticides, but more care must be used."

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WADE HAMPTON

By CLIFFORD DOWDEY
with drawings by ALEX ALLEN

except in Fitz Lee's skill in providing forage for the gaunt horses, and, a more serious-minded and mature man, was perhaps better qualified for command of the cavalry corps. General Lee hesitated for several months to choose between the two, while the cavalry operated without a commanding-general.

During that period, in June, Hampton, by virtue of seniority in date of rank, commanded a joint operation of the two divisions in a fight against Sheridan at Trevilian Station. In a brilliantly arranged reception for the cocky Federal cavalry chief, Hampton proved himself the equal, if not the superior, of any leader of Lee's mounted troops in directing soldiers in combat. Hampton inflicted a sharp repulse on the overconfident Sheridan and his own star rose. Yet, it was not until October that he was officially designated chief of cavalry.

After that, he broadened his fame by conducting an audacious "cattle raid," in which he temporarily stocked Lee's lean larder by running off some 2,500 fat steers from behind Grant's lines. His support of A. P. Hill's Corps in fighting southwest of the Petersburg lines also increased his stature with the army, though he suffered the personal tragedy of seeing one son die on the battlefield while another son was wounded in caring for his brother.

He lacked, as all of them lacked, Stuart's highly developed gift for reconnaissance, but when the army was immobilized in a state of siege in that last winter, reconnaissance could not be practiced anyway. In the inaction of January, Hampton and the remnants of his own old division went to South Carolina to try, vainly, to help check Sherman's machine of destruction. He never returned to Lee.

After the war, Hampton's fame soared even higher during South Carolina's fight against Reconstruction, and, curiously, both he and Fitz Lee became governors of their states. However, with all the greater glory Hampton won in South Carolina, he was always remembered by Lee's veterans as the chevalier as a combat-fighter.

WADE HAMPTON, major-general of cavalry in the Army of Northern Virginia, was one of the Confederate leaders out of the legendary South. While Lee, Jackson and A. P. Hill represented the professional soldiers who disbelieved both in slavery and secession, Hampton was one of the largest slave-owners, as well as the richest planter, in the South. Of a most distinguished South Carolina family, Hampton belonged to the great tradition of born rulers who assumed the responsibilities along with the privilege of their heritage.

Forty-three years old when war came, the militarily untrained *grand seigneur* raised a battalion, which he brought to the Virginia theater, and from the opening battle, First Manassas, Hampton showed a native talent for combat. Oddly enough, he hated war. As his duty compelled him to fight for his land, he brought to warfare an amazing blend of native gifts by which he rose to an eminence of command unequalled by any other non-professional in the Army of Northern Virginia.

A natural leader, without fear and personally combative, the physically powerful man applied high intelligence to a science the lessons of which he learned by doing. Early in the war he was given command of a brigade in Jeb Stuart's cavalry, and then of a division. Though little has been made of this fact, Stuart, along with his other superlative gifts, was a great trainer of subordinates, and it is possible that Hampton came along as fast and as soundly as he did by operating with this instructive leader. Unlike the infantry, even toward the end Stuart had brought along so many younger men that a keen rivalry kept the ambitious performing at their top. In Hampton's case, his rivalry existed with Fitz Lee, the commanding-general's thirty-year-old nephew.

Their rivalry came to a head when Stuart was mortally wounded in May, 1864, and General Lee was given the knotty problem of choosing Stuart's successor between his nephew, a West Pointer, and the magnificent South Carolinian. Lee's cavalry was dominated by Virginians, with no troopers from the Deep South, and Hampton had to buck this situation as well as the professional training of his rival. By doing, Hampton had become as able as the professional,



In the midst of battle, he only paused to examine a wounded son, while the boy's brother died nearby. . . .

JOHN B. HOOD

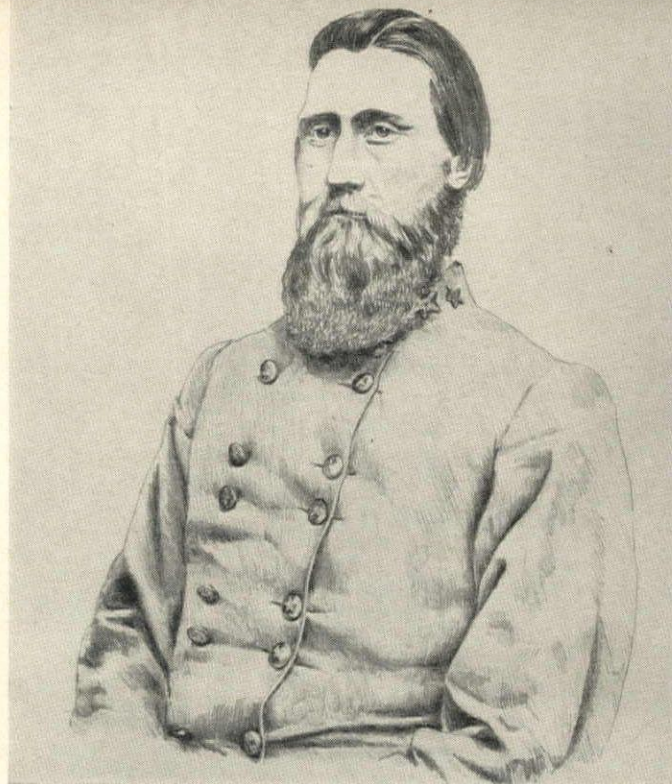
By CLIFFORD DOWDEY
with drawings by ALEX ALLEN

OF ALL the generals who served with Lee, John Bell Hood was advanced the farthest beyond his capacities and took the biggest fall. Hood was not quite the stuff of tragedy in the Aristotelian definition of "a fall from high estate." The high place he reached was a result of unsound ambition in him and unsound policies in President Davis, in an atmosphere of desperation and politics. To that extent, the relatively non-mental Hood was a victim, though his fall was nonetheless a personal tragedy to him.

By record, John B. Hood was born in Kentucky, before Texas existed. Like many another Southerner, he fell in love with the Southwest, made his first fame with Texas troops, and was considered a Texan by his contemporaries. He was thirty years old, a West Point graduate with a good record in the U.S. Cavalry when he joined the Confederate forces. Hood was a giant by the physical standards of his day, and would be a big fellow even now. He stood about six feet two, powerfully built in fine proportions, and, with his tawny-colored beard, was an impressive figure. His fame came in a great burst, which associated him and his Texans forever with Lee in the days when the tide seemed to be running in for the Confederacy.

When Lee assumed field command in June of 1862, he inherited a hodge-podge of divisions, battalions and what-not which bore little relation to the structure of the Army of Northern Virginia he later evolved. So desperate, however, was the plight of Richmond, that he opened the counter-offensive against McClellan with his cumbersome force as it then existed. Nothing worked right, except that Lee seized and held the initiative.

The crisis came late in the second big battle of the Seven Days, Gaines' Mill, when it seemed that initiative and a bold battle-plan were not enough. Almost the whole army was fought out and, with dusk falling, the Federals could not be budged from their strong natural position on the hill that rose to the plateau occupied by the Watt House (which is still there). Then Hood led in the Texas brigade. Charging with bayonets, the natively tough men climbed straight up the hill, over-running three positions of the enemy, and broke the hinge of the Federal line on top of the plateau. From



that break, Lee went on to win his first battle, leading to the break of the siege of Richmond and on to the great campaigns of the summer of '62.

As in any such spectacular action, Hood was given the opportunity to strike at the climactic moment. Other units, particularly A. P. Hill's big Light Division, in fighting themselves out, took a toll of the enemy and kept the pressure on. Virginia units, attacking almost simultaneously with the Texans, drove up the hill to exploit the break. Yet, Hood and his brigade possessed the qualities to make the most of the opportunity, and their way of going made "Hood's Texans" forever after a synonym for invincibility in combat.

Gaines' Mill was no one-shot performance. The Texans were conspicuous at Second Manassas and heroic in defense at Sharpsburg. In the fall of '62, Hood advanced to division command and was one of the great combat generals of Lee's army.

Then, in the fall of '63, he went west with Longstreet in a move to bolster Bragg's army for a decisive battle. Though inept Bragg was unable to benefit from the victory Longstreet's two divisions helped give him, Hood enjoyed another great day, at the height of which he took a wound that resulted in a leg amputation. It was while he was recuperating in Richmond that the man-of-action became a favorite of Jefferson Davis and Braxton Bragg, then the president's "military adviser," and made the most of his opportunities to advance himself. He was promoted to lieutenant-general, with corps command in the Army of Tennessee, where Joe Johnston had succeeded Bragg.

In the breakdown of relations between Davis and Johnston, the president—over Lee's advice—gave Hood command of the army with instructions to assume the offensive against Sherman's numerically superior army. The result was a series of disasters, which culminated in Hood's resignation from the army with a permanent cloud on his reputation. It was really not his fault. He showed flashes of brilliance and sound planning, and he was a born fighter. But he never had the confidence of the army and the odds were too great, against any general who ever lived, for waging a successful offensive.

In the Army of Northern Virginia, he was always remembered for his great fighting days under Lee, and the "Texans" remained Lee's favorite shock troops to the end.



With a traditional bayonet-charge, Hood's Texans broke the center at Gaines' Mill, and opened the way for Lee's first victory. . . .

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VIRGINIA BUSINESS REVIEW

by
VERNE STEVENSON

THE FIRST shopping mall in Virginia, a completely enclosed shopping center with more than 40 stores and shops under one roof, has gone under construction at Roanoke.

Known as The Crossroads, the immense mall will cost an estimated \$5 million and will provide employment for approximately 800 persons. Completion is scheduled for March 1, 1961.

* * *

A-S-R Corporation, razor manufacturers at Staunton, have merged with Phillip Morris, Inc. The merger was accomplished on a stock exchange basis of 4 1/3 shares of A-S-R stock for each share of Phillip Morris stock and includes a Chicago subsidiary, Supreme Products. The Staunton plant employs about 800 persons.

* * *

Expansion of existing industries in Virginia was more important than the establishment of new plants during the first quarter of 1960, the Virginia Department of Conservation and Development reports. There were 21 plant expansions, which eventually will add 1,700 to 2,000 employees to payrolls.

* * *

The General Crushed Stone Company of Easton, Pa., has acquired and is revamping the crushed stone plant at Verdon, Va., formerly owned by the J. E. Baker Company of York, Pa.

O. E. Benson, president of General Crushed Stone, said his company has served the Virginia area for years from its operation at Glen Mills, Pa., and supplied aggregates for pre-cast tunnel sections for the Hampton Roads Crossing between Norfolk and Newport News.

J. Walter Harward, division sales manager, will be in charge of sales for the new plant and will maintain his office at Verdon, Benson said.

* * *

Norfolk and Western Railway has launched an intensive research project designed to create 30,000 jobs and \$120 million in annual revenue by pinpointing desirable new industrial sites along the railroad's traffic area.

to tell the Virginia Story

The project, which will be conducted by Fantus Area Research of New York and Chicago, will require two years for completion but initial reports will be available in three months, N&W President Stuart T. Saunders said. These will be released to N & W customers and others interested.

* * *

Industrial Rayon Corporation is expanding its facilities at the company's Covington, Va., plant to step up production of Nyloft, a new bulked nylon filament yarn designed specifically for quality floor coverings. Limited commercial manufacture of polypropylene fibers, marketed under the trade name Prolene, has also been started at Covington, President Hayden B. Kline announced.

* * *

Chesterfield County Bank has opened a new branch in the Stratford Hills Shopping Center. The bank will be housed temporarily in a modern 45-foot trailer with semi-permanent foundations and special equipment.

* * *

Martin Processing Co., processors of Orlon and polyester duPont Mylar, is expected to begin operation at Collinsville by September 1.

The company's new windowless \$250,000 plant is currently under construction. Containing 32,000 square feet of floor space, the plant will be air conditioned and humidified. Full production is scheduled for March, 1961.

* * *

Stonega Coal and Coke Co. has announced it tentatively plans to spend \$2 1/2 million on a new coal mine and cleaning plant on its Wise County prop-

erties at Big Stone Gap. No operation date has been set.

* * *

Campbell's Photo Service and Supply Corp. of Norfolk held the formal opening of its new \$500,000 photo and color finishing plant at Norfolk Industrial Park in April.

The new plant is considered one of the most modern in the South and the largest of its type in Virginia.

NAMES IN THE NEWS

Homestead Hotel at Hot Springs announces the promotion of **James W. Corbett** to executive assistant manager, a newly created position, with **Eugene D. Hart** succeeding Corbett as auditor. . . . **George W. Trum**, former assistant manager of products control for Russell-Miller Mining Co. at Buffalo, N. Y., is new manager of the chemistry department of American Machine and Foundry Co.'s operation in Richmond. . . . **John E. Scott**, vice president of American National Bank of Portsmouth, has been elected vice chairman of Group One, Virginia Bankers Assn. . . . **Floyd B. Thomas**, former operator of a watch repair store at Roanoke, has purchased Lemon's Jewelry Store at Pulaski. . . . **James R. Dague**, former assistant manager for Amoco in Charlotte, N. C., has been named Richmond district manager for American Oil Co. He succeeds **I. C. Wood** who will become district manager in Pittsburgh. . . . **Joseph I. Baker**, a native of South Boston, has been promoted to assistant sales manager of the military system of the Eclipse-Pioneer Division of Bendix Aviation Corp. at

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Tateboro, N. J. . . . H. Ribble Price has joined the J. O. Hoge Realty Company in Blacksburg. . . . C. Braxton Valentine was elected a member of the Chesapeake Corporation of Virginia's board of directors at the annual stockholders meeting in April. . . . C. C. Wright, treasurer and general manager of Abingdon Grocery Co., Inc., at Abingdon, has been named vice president and a member of the executive committee of the United States Wholesale Grocers' Assn. Inc. . . . Thomas J. Griffin, former head of the planning department at the Carter plant of J. P. Stevens and Co., Inc., at South Boston, has been promoted to the position of plant superintendent. He succeeds James A. Patterson who will become superintendent of the South Boston and Rocky Mount plants. H. Phil Worth steps up as head of the planning department. •

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AGC Officers (from page 17)

to that time, he was employed with the U. S. Engineers Department and Stone & Webster Engineering Corporation. He is a member and past president of the Engineers Club of Hampton Roads and the Tidewater Chapter of the Virginia Society of Professional Engineers. He is also a member of the Virginia Airports Authority, Board of Review—Real Estate Assessments, Kiwanis Club of Norfolk, Virginia State Chamber of Commerce, Virginia Club, and Norfolk Yacht and Country Club. He is a member of the Church Council, First Lutheran Church of Norfolk and chairman of the Finance and Stewardship Committee and Building Committee. He is a co-teacher of the Young Lutheran Adults. He is married to the former Miss Eloise E. Williams of Lake Wales, Florida, and has two daughters, Jean Gray and Nancy E.

The following new regular directors were elected for a three-year term: J. R. Liles, Tidewater Construction Corporation, Norfolk; J. A. Moncure, Jr., Conquest, Moncure & Dunn, Inc., Richmond; H. H. Cable, Eugene Simpson & Bro., Alexandria; G. R. Martin, Martin Bros., Contractors, Inc., Roanoke, and R. E. Lee, R. E. Lee & Son, Inc., Charlottesville. H. R. Garden, Old Virginia Brick Company, Inc., Salem, and Earl Martin, N. W. Martin & Bros., Inc., Charlottesville, were elected as associate advisory directors for a three-year term. E. M. Gourley, Southern Materials Company, Inc., Norfolk, was elected as an associate advisory director for a one-year term.

In addition to the three new officers, the following four members were also appointed to the Executive Committee: H. H. Cable, Eugene Simpson & Bro., Alexandria; H. E. Doyle, Doyle and Russell, Richmond; G. R. Martin, Martin Bros., Contractors, Inc., Roanoke, and F. L. Showalter, Jr., F. L. Showalter, Inc., Lynchburg.

(Continued on next page)

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The main speaker for the General Business Session was Dr. Charles W. Williams, Economic Adviser for the Federal Reserve Bank of Richmond. The subject of Dr. Williams' talk was "What Will Likely Happen in Construction." Thomas D. Rutherford, Rutherford Insurance Agency of Roanoke, addressed the Contractors' Meeting on the subject of contractors' bonds and insurance, and Henry S. Read, vice-president of Virginia Engineering Company, Inc., Newport News, ad-

ressed the Contractors' Meeting on building contractors' equipment. Speakers for the Associate Division Meeting were Earl Martin, N. W. Martin & Bros., Inc. of Charlottesville, who spoke on the four-hour bid plan, and Joe L. Rosenbaum, Roanoke Engineering Sales Company of Richmond, who spoke on the Construction Specifications Institute. Elected chairman of the Associate Division was G. H. Cothran, J. H. Cothran Company, Inc. of Altavista.



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But the Scent of the Rose Will Hang Round it Still—Thomas Moore



THE IRISH POET'S line aptly fits this Rose Water Still, more than 250 years old, which will shortly be presented to the Valentine Museum by the children of the late James Cocke Feild, who as a child helped his grandmother operate this household contrivance which produced those delicate feminine refinements of life for pioneer women.

In it were "brewed" rose water, lavender-scent and other homemade perfumes with which Milady bewitched the male sex in the yesteryears, long before the exotic products of Paris reached these shores.

Fortunately, Mr. Feild has left for posterity this description of how the perfume-maker was operated:

"The rim inside the top was to catch the evaporation as it dripped down from the top of the cone and to feed it into the spout. My grandmother would gather anywhere from a peck to a half bushel of petals in the morning. Perhaps we would start the process about nine o'clock and the finished product would be completed by about one in the afternoon.

"I remember how she would carefully pack the fresh petals in the container, then start her fire of oak bark. This would burn slowly and was always used for the fuel, although I suppose in the earlier times the still was really made to burn charcoal. Gradually the heat would drive the sap in the petals out and it would steam up into the pewter cone where it was condensed and would drip down the sides. When it was caught on the rim inside it would begin to flow out the spout and my grandmother would catch it in a small jar. The whole container of petals would net perhaps a half a pint of rose water.

"Her favorite type of rose for this purpose was the 'Damask' rose, and she had great gardens of them outside the old homestead over there in Purdy, Va.

"After the last drops of water had been extracted and the still had cooled off, came the time I liked best. The dried-out petals would come from the container in a cake about as big around as a pie, about an inch thick, and would smell the sweetest of anything I've ever known.



Whitaker Photo

The nectar of the rose distilled in this ancient perfumer was of great assistance to pioneer women when they "dolled up."

"Perfumery, too, was not the only use to which these aromatic products were put. I've eaten many a cake flavored with the drops from this spout, for such things were considered great adjuncts to the art of cooking."

According to data left to his children, Mr. Feild believed that the still might well have dated back to as early as 1713, when a Lord Buchanan became the owner of the "Kirk Basket" estate near Edinborough, Scotland. His son married and emigrated to America about 1740. He brought the still with him, and through various descendants it became the property of Mr. Feild's grandmother who married Edward Wyatt.

The ancient contrivance had lain in the attic of the old Wyatt and Feild home at Purdy for many years. The old homestead was formerly known as "Walnut Grove," the Colonial home of the Feilds through their maternal ancestor. Some years ago it was given as a gift for benevolent purposes to the Episcopal Church by the late George Wythe Feild, a brother of J. C. Feild, and the estate with its 70 acres is now used as a home for girls.

The dust of decades continued to settle upon the old apparatus in the attic until boyhood memories were revived,

and J. C. Feild set out to reclaim the prized possession of his grandmother. He had it brought to his Emporia home where it remained until his death.

The following children of Mr. Feild are the donors: Mrs. George F. Baker, Mrs. F. E. Brott, and Mrs. Richard G. James, all of Richmond, and James Wyatt Feild, of Alexandria.

Incidentally the still has been pronounced by experts to be a rare museum piece and perhaps the only one left in Virginia or even in the whole South. One expert, Professor Leeds of the Philadelphia Academy of Science, informed Mr. Feild some years ago that such stills were never heard of farther north than the Old Dominion because of the need for quantities of roses—which might mean that the still to be donated to the Valentine Museum is the only one left in this country.

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INTERSTATE SYSTEM

(Continued from page 7)

is in operation.

At the present time Interstate Route 95 is being extended from the Richmond-Petersburg Turnpike at Petersburg to Route 35 and north of Richmond to Route 54 at Ashland. Additional work is also being done at Hampton Roads.

This gigantic project, the biggest peacetime public works program in history, will cost the taxpayers an estimated one billion five hundred thousand dollars for the Interstate route in Virginia. It is being financed on a pay-as-you-go basis with the federal government furnishing 90 per cent of the cost and the state 10 per cent.

Will the new highway system be worth the price?

Looking at it in one way, we haven't much choice. During 1959 an estimated 68 million vehicles crowded onto our nation's over-congested roads and highways. This number is expected to increase to 100 million by 1975, the

estimated date of completion of the Interstate System. Placed bumper to bumper, the number of cars on American highways in 1975 would stretch around the world 12 times.

Safety experts maintain the new superhighways will pay for themselves many times over in still another way—by saving human lives. You, the motorist, will have a good deal better chance of surviving that weekend trip you take 10 to 15 years hence.

Studies conducted on toll roads and similar superhighways show accident rates are only a fraction of those on ordinary roads. At least 4,000 lives a year should be saved once the Interstate System is in full operation.

W. B. Shelton, associate traffic engineer for the Virginia Department of Highways, believes this decrease in accident deaths can be attributed to certain specific features of the superhighway. Look at it this way:

1. Wide lanes, easy curves, long sight distances and stabilized shoulders greatly reduce the hazards of sideswiping and shoulder accidents.
2. Wide median strips separating op-

posing traffic lanes virtually eliminate head-on collisions.

3. Most important, control of access with illuminated interchanges and adequate deceleration and acceleration lanes removes the problem of intersection accidents and greatly reduces the chances of bumper-type accidents.

What it adds up to is a road designed to handle a large volume of traffic at high speed more safely than any type of highway yet devised.

Put to a test, the theory stands up. The Bureau of Public Roads, in a study of accident and fatality rates on controlled access highways in 30 states, found the following:

Urban	Accident Rate	Death Rate
No control of access	526	4.0
Partial control	496	4.6
Full control	166	2.0

Some hazards especially characteristic of superhighways remain. One possibility is "driver hypnosis," a condition most likely to occur while driving on

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long, uninterrupted stretches of highway. To overcome this danger, designers are attempting to vary the lanes as much as possible.

Another is the tendency to lose awareness of speed. On an open road, especially one with the broad proportions of the superhighway, 60 miles per hour soon seem like 35 and the speedometer creeps up with the driver none the wiser. Engineer Harwood feels the answer to this problem is in driver education and alert police patrols.

For Virginia, the Interstate System is the latest in a series of bold moves starting with the first washboard road at the turn of the century—a remarkable story of progress contained in a span of 54 years separating the administrations of Capt. P. St. Julian Wilson and Howard Hugh Harris.

Starting with mud holes and ruts, the state during this period has brought its primary and secondary road system up to 51,000 miles of surfaced and improved highways.

To do it, recalls C. S. Mullen, retired chief highway engineer, the state back in "the old days" had to use every conceivable means of transportation to get to the site of its own construction projects.

When Mr. Mullen applied for a job in the fall of 1908, he found Commissioner Wilson's office squashed in an alcove in the northeast corner of the Capitol. The Highway Department was rounding out its first two years on a budget of \$16,000 (compared with \$209,208,159 in 1959-60). Mr. Mullen eagerly accepted a job as inspector at \$50 a month on a macadam road project in Russell County.

"When would you like me to leave, sir?" he asked.

"Tonight," the commissioner replied.

It was a journey the young inspector would never forget. The Commissioner might as well have said Acapulco.

He went to Petersburg and caught the Norfolk and Western to Bluefield, changed to the Clinch Valley Branch and arrived at Cleveland the following afternoon.

At Cleveland, he found a horse waiting to take him on a five-mile trip over the mountains to Lebanon, the county seat of Russell. The following day he and Resident Engineer Harry Darden completed the trip on horseback to Blackford where the job young Mullen was to inspect began.

Even as late as World War II, Mr. Mullen recalls an order issued from the Richmond office to field engineers to cover their work on foot if no other means of transportation was available.

"If night overtook them, they were to stop at a farmhouse and resume their journey in the morning," Mr. Mullen said.

The Only Long Road

The only road of any appreciable length in the state, at the time the Highway Commission was formed, was the Valley Turnpike, a toll road which ran from the West Virginia line north of Winchester to Staunton.

Senator Harry Byrd, destined later to pen Virginia's famed "pay-as-you-go" plan, became interested in roads at the age of 21 when he was elected

president of the Valley Turnpike Company. Any similarity between road construction then (1908) and now, is purely coincidental, he claims.

"Up until that time," he said, "the Valley Turnpike was maintained by breaking stone by hand. A man would be in the middle of a road and he would have a hammer and break the stone up. That stone would then be spread over the road. The steel tires of the wagons would pulverize the rock and, as it was limestone, it would cement together and make a solid road."

Then came the automobile which sent the rocks flying into the ditch.

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Hoping to solve the problem, Commissioner Wilson conducted what may have been the first experiments with a bituminous binder.

In those early days, the Commission operated on the principle of state aid, with the state lending engineering and financial assistance to the counties. By 1912 the state had actively participated in the construction of 1,441 miles of highways and by 1914 the counties, becoming increasingly active, had voted road bond issues totaling \$6,675,100.

On Dec. 15, 1913, Captain Wilson resigned to become chief engineer of the U. S. Bureau of Public Roads and was succeeded as highway commissioner by George P. Coleman.

Virginia was beginning to get some semblance of a road system by use of convict labor, state aid and county funds but in 1913 the only continuously improved road of appreciable length was still the Valley Pike.

"Roads," said Mr. Mullen, "were often described as starting nowhere and ending nowhere."

American Association Organized

Throughout the state and nation groups began to organize, pushing for systematic improvement of highways. In 1914 the American Association of State Highway Officials was organized with Henry G. Shirley (then with the Maryland Roads Commission) as president and Virginia's Commissioner Coleman as vice president.

In 1916 this group, along with similarly interested organizations, secured passage of a federal aid bill which immediately forced all the states to organize highway departments on a state basis and to think in terms of a state system of highways coordinated with a national system.

Virginia had already laid the groundwork for such action and in 1918 established a state highway system of 4,000 miles. The state was made responsible for improvements and maintenance with the funds coming from taxes on automobile registration.

During the next several years a highway commission was organized with members representing geographical divisions in the state. In 1922 Mr. Shirley came to Virginia where he was handed the reins as highway chief, a position which he held until his death.

By this time the Highway Department could claim a system of 4,500 miles of roads, 2,000 of them hard-surfaced. But 35,000 miles of roads remained under the administration of the counties and these were for the most part "a mud-bound nightmare." Clearly the problem was money and in 1923

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the choice was put to the voters: Senator Byrd's "pay-as-you-go" plan or a bond issue.

The press almost uniformly favored a bond issue, Senator Byrd recalled. In fact, he maintains only three papers in the state supported his plan—"the paper I owned, the paper Senator Keezle owned at Harrisonburg and the paper that Senator Glass owned at Lynchburg."

But election day came and the voters spoke for themselves, favoring the "pay-as-you-go" plan over a bond issue by a 60,000 majority. The only reason the bond issue wasn't defeated by 100,000 votes, wrote one editor, was "that the farmers couldn't get through the mud to vote."

With this overwhelming expression of public opinion, the General Assembly in 1923 adopted a three cents per gallon gasoline tax, the highest of any state in the union. The revenue was designated solely for highway construction and maintenance.

The history of highways in Virginia and throughout the nation has been beset by a common problem—the phenomenal development and usage of the automobile.

This was as true in the 1920's as it is today. Legislation increased the size of the state system, helping to relieve the

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counties of their financial burden, but funds could never increase as rapidly as demand. In 1926 the gasoline tax was raised to four-and-a-half cents and in 1928 to five cents per gallon.

By this time there were 5,245 miles in the state system, of which 3,408 miles were hard-surfaced. This included the entire length of the Richmond-Washington highway and the Downing Bridge, the largest publicly owned bridge in the state, across the Tappahannock River.

In 1932 the state took over the secondary road system, a bold act matched even today by only four other states. In the beginning Arlington, Warwick Henrico and Nottoway counties voted to remain out. Today only Arlington and Henrico operate outside the secondary system.

The Secondary Road Act added nearly 40,000 miles of county roads to the state system. Many of these roads extended only to the boundary of the neighboring county and 25,000 miles of them were dirt or unimproved routes.

Meanwhile, tremendous advances were being made in the realm of road construction techniques. A method of applying bituminous treatment to soil and gravel roads was perfected and the number treated in this way rose

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from 434 miles in 1927 to 4,249 miles in 1939.

Highway services were also becoming more complicated. In 1930 a bill was passed to provide a landscape planning engineer. The job went to H. J. Neale whose highly creative abilities are apparent everywhere in Virginia but notably, according to Mr. Mullen, on improvements to the Maury Highway at Goshen Pass. (Others cited for work on this highway: C. M. Moyer and W. D. Alexander.)

By the mid-thirties three-lane and four-lane highways were in demand on heavily traveled primary routes. The Highway Department expanded to provide for additional services: snow removal, road signs, centerline markings, directional and distance signs, picnic stops.

On July 16, 1941, Commissioner Shirley died after nearly 20 years as highway chief. During his administration (1922-41) the primary system had increased from 4,500 miles of roads, less than half of them hard-surfaced,

to 9,000 miles, nearly all of them hard-surfaced or improved. He had seen the addition of the secondary road system and improvements extending to 7,000 miles of hard-surface and 18,500 miles treated with stone or gravel.

But the job confronting General James A. Anderson was no easy one. He took office as commissioner on Aug. 1, 1941, just three months before the United States entered World War II. Highway construction came to a virtual halt. The major work was done on access road projects in the Hampton Roads area, on funds put up by the federal government.

"The lack of highway improvements during the war years," Mr. Mullen maintains, "set the department so far back it has never been able to catch up."

Following the war Virginia, like all other states, was confronted not only with this backlog but with an unprecedented increase in traffic. But in Virginia, at least, the combination of problems came as no surprise. (to page 51)

Facts About the Interstate Highway System

The immensity of the Interstate Highway System is equalled only by the number of vehicles it will accommodate by 1975. The Bureau of Public Roads reports that construction of these superhighways will require:

- Pavement area equal to a double-lane highway circling the globe three times.
- Structural steel sufficient to build 200 skyscrapers the size of the Empire State Building
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While the war was still on, the Virginia General Assembly directed that a 20-Year-Plan be drafted as a means of adequately meeting the state's postwar traffic needs.

This study has served as a nucleus for all planning on major roads and in 1958 was revised to extend the planning period to 1975. While the department has had to concentrate on meeting the greatest immediate needs and is still confronted with a backlog, design standards have kept within minimums outlined in the long-range plan.

To provide for additional funds for highway improvements, the General Assembly in 1946 boosted the gasoline tax to six cents per gallon. An additional one-cent increase, approved by the 1960 General Assembly, will go into effect July 1. Aside from federal aid, the gasoline tax remains the major source of highway revenue. With the new gasoline tax, revenue from this source should yield approximately \$92 million in 1961.

The Highway Department during the postwar period has undergone several changes in command. General Anderson, who retired in December of 1957, was succeeded by Francis A. Davis as acting commissioner until the appointment of Samuel D. May in August of 1958. Mr. May held the post until his death earlier this year.

Effects Must Be Weighed

While the 20-Year-Plan has served as a guide for postwar highway construction in Virginia, some previously planned improvements in the primary system must be withheld until the effect of the Interstate Highway System can be weighed.

This problem was explained by J. P. Mills, Jr., traffic and planning engineer for the Virginia Department of Highways. The primary highways, he pointed out, constitute the main trunk-line roads in Virginia. They connect all cities and serve nearly all towns. While the primary system represents only 20 per cent of all rural mileage, it carries approximately 80 per cent of all rural traffic.

Under the 20-Year-Plan, the primary system was classified according to traffic volume, type of traffic and whether the traffic was local or through. On the basis of this classification, long-range needs were determined.

Approximately 1,000 miles of the primary system, however, are composed of U.S. 1, 11, 250 and 60. These miles will now be paralleled by the Interstate System.

"When an interstate road is completed," Mr. Mills said, "it will to tell the Virginia Story

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naturally siphon traffic from the parallel primary roads. Since the amount of diversion isn't known, the classification is being deferred until the Interstate System is in use and traffic is proceeding normally."

Other changes which the Interstate System will bring about can be expected if not actually weighed. Mr. Mills cited these points:

1. Industry. The new Interstate System will give further impetus to industrial development by opening up faster shipping routes and making transportation for workers easier and faster.

New industry can be expected to build along primary and secondary roads that parallel the Interstate System, placing an even greater burden on some secondary roads.

2. Business. The increase in primary traffic has been accompanied by "ribbon development" of a variety of businesses catering to tourists. The same type of business development will occur at every interchange along the Interstate System. Improvements will be needed on these connecting roads but how many is "anybody's guess right now."

(Studies have also shown that super-highways have a beneficial effect on towns they by-pass. Many downtown business districts in the doldrums begin to prosper once the congestion of through traffic is removed.)

3. Travel. Traffic on the Interstate System is expected to increase from 200 to 300 per cent by 1975. During this same period the predicted rate of increase in the state is only 75 per cent. Many of these visitors, while entering on the Interstate System, will switch to primary and secondary routes once here to examine points of scenic interest.

4. Safety. Many heavily traveled primary roads will be relieved of fast through traffic. This should make them safer for those who have to use them.

While the Interstate System has changed our whole concept in highways, it would be a mistake to view it as a panacea. It will provide safer, faster travel and will help relieve congestion of some of our present highways, but it cannot provide an answer to the ever-present and overriding problem that marks past, present and future: Modern transportation continues to increase more rapidly than funds become available for highway construction.

Commissioner Harris, like his predecessors, is confident that Virginians will provide the answer they seek: a modern highway system designed to meet modern-day traffic needs.

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Governor's Highway Safety Committee

(Continued from page 13)



Sam B. Dunn, Committee Field Representative, assists Portsmouth's mayor and other officials in setting up a safety exhibit.

1959 awards have not been announced.

(See box, page 60)

Until 1950, the entire staff worked out of Richmond and the forbidding aspect of distance made itself felt in curtailing field operations. Upon the resignation of one of our field men, a new man was appointed and stationed in the western part of the state. This

has proven a far more satisfactory arrangement.

The Committee as a whole meets four times a year. However, the Executive Committee might meet more often and the Chairman confers with the Committee member whose department might be more directly involved in a certain project than the others. In this connection, it should be noted that each Committee member does not look

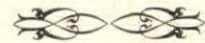
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Industry assists in the fight for safety. Lee Davis, in behalf of the Virginia Electric and Power Co., presents a color film to Col. C. W. Woodson, Jr., Superintendent of State Police and Committee Chairman. The Committee operates a film library of more than 200 prints.

to the Committee for the administration of his own department. It is only in concentrating effort on an overall issue that the Committee takes collective action.

There has also been formed the Work Committee which consists of a member of the department of each Committee representative, appointed by him, to represent him when his presence is impossible or impractical and to assist him in the work of the Committee.

In 1955, the Advisory Committee was formed. This consists of some 55 citizens representing industries, civic organizations, women's groups, orders and other associations with statewide affiliations. This committee elects its own officers, meets annually with the Governor's Committee and its members enlist the support of the associations they represent. Thus the Governor's Committee can obtain the benefit of support, advice and aid of almost any cross section of the state's population.

Committee field representatives travel constantly to aid any group or individual interested in promoting a safety program. They maintain constant liaison with the information media in their territories. They conduct programs for local schools and organizations. From their experience, they make recommendations to the Committee as to arising needs throughout the state.

The Committee office maintains a library of safety films which was used about 7,000 times during 1959 and now has a special custodian. Some 200 individuals, representing local organizations have received, since 1949, a monthly kit of materials known as "Operation Safety" which has proven

to tell the Virginia Story



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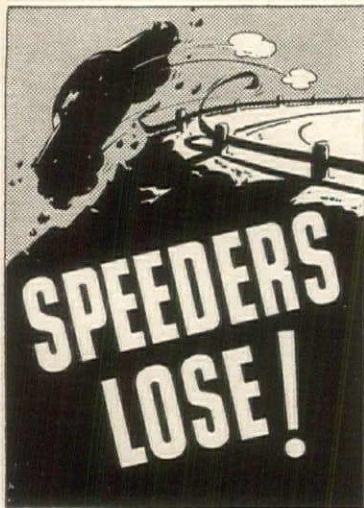
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most adaptable to localities. Information contained in these kits follows, each month, a theme most pertinent to the season, as "Vacation Driving" for July, "Back to School" for September and "Holiday Hazards" for December. A special section gives background information, project suggestions and pertinent statistics. There are four "canned" press releases and four interview-type radio scripts, all of which can be easily adapted to any locality. Releases usually require only the use of the name of some local personality of the position indicated in the copy, and scripts a similar participant. Also included are samples of literature, posters or "mats" which might be available.

Seven spot announcements are mailed weekly to all radio and television stations, as well as newspapers where they are often used as "fillers." News releases are issued as news arises and statistics are given to both wire services several times daily by telephone. TV "trailers" are produced and sent to television stations several times a year. Radio stations receive "taped" programs.

Hundreds of thousands of posters, leaflets, folders, cards and other literature go out annually. Some of these are prepared by the Committee but the

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great bulk is contributed by industries as oil companies, insurance agencies, automobile manufacturers and motor transportation groups. A monthly television slide goes out and short film "trailers" are used by many summer theatres on a pick up and delivery basis.

Several thousand people receive the Committee's monthly newsletter which includes an editorial, various news items, announcements and other interesting bits concerning traffic safety. Excerpts from this often reappear in newspapers and other publications.

Each mail brings numerous requests for information, materials, aid and statistics. Most numerous are requests from school children enrolled in driver education classes and these are a tribute to the interest generated by the teachers of these classes.

The most spectacular event of the year for the Committee is the Annual Awards Luncheon sponsored by the Committee and the Virginia affiliates of the American Automobile Association (AAA). At this time, the Governor presents the awards won on city and state levels in the Annual Inventory of Traffic Safety Activities, conducted by the NSC and the Pedestrian Protection Contest of the AAA.

City officials travel to Richmond to

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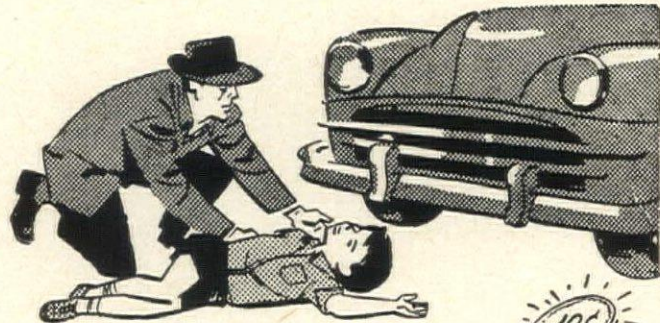
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JUNE 1960

PAGE FIFTY-NINE

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accept honors gained by their municipalities and state officials whose departments are most concerned with the particular awards accept for the Commonwealth. Should awards go to the state for significant overall performance, the Governor accepts them from officials of the NSC and AAA.

The AAA and NSC programs are coordinated in Virginia by the Committee and entail considerable field work with city and state authorities in preparing the necessary inventories and evaluating the critiques of them. In 1950, Captain Groth was instrumental in forming a statewide organization known as the Virginia Association of Inventory Representatives which meets

annually, elects officers and is the only such organization in the nation.

Through following established methods, through trial and error and through seeking new ways of its own, the Committee has enabled Virginia to present a solid front against the traffic menace and to wage a continuous campaign into which have been enlisted municipal and county governments, industry, organizations, the individual citizens and news media.

This is effort in unison and it has paid off in gaining Virginia recognition as a state whose effort and results in the field of traffic safety are consistently recognized nationally as high among the best. ●

NATIONAL HONOR GOES TO VIRGINIA

On June 3, Governor Almond received word from the National Safety Council that Virginia was the winner of the Council's rare Award of Honor for outstanding performance in the prevention of traffic crashes and for traffic management during 1959.

Since the inauguration of this award in 1955, Virginia is not only the only state to achieve it but is a two-time winner with a previous win in 1956.

In attaining this honor, Virginia scored at least 85 per cent in each of eight appraised sections of the Council's Annual Inventory for Traffic Safety and showed an improvement in her death record.



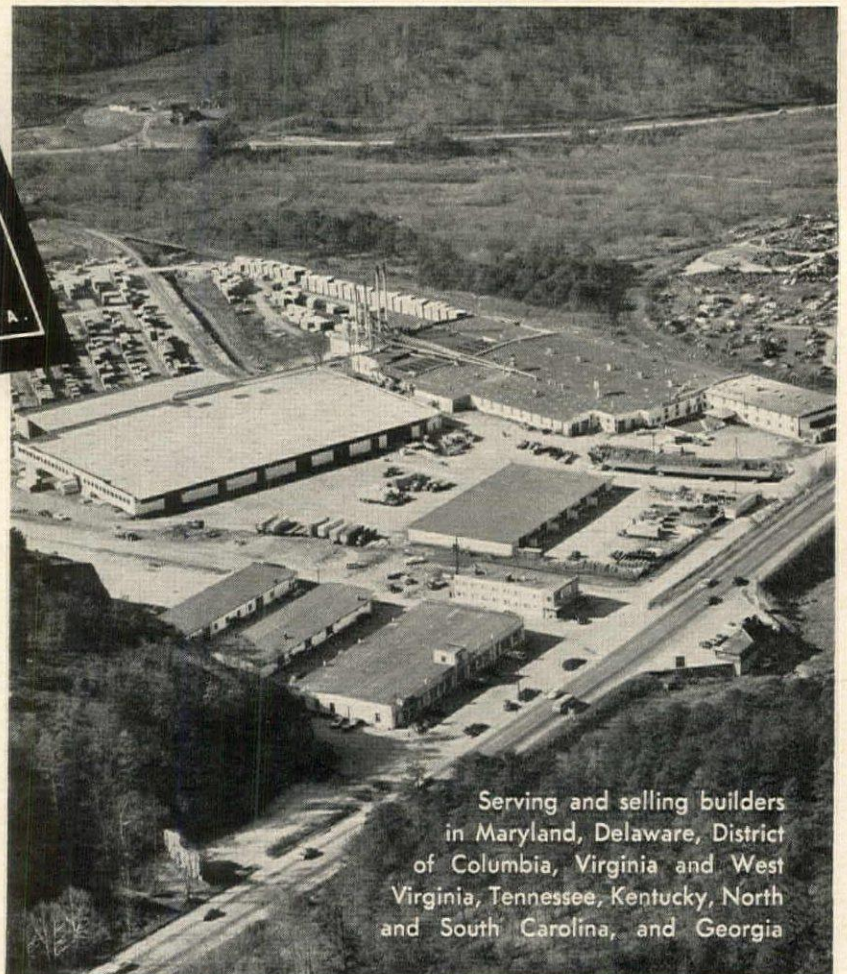
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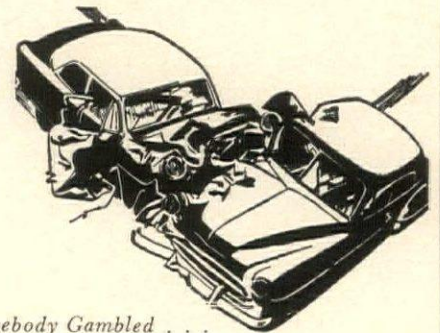
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What About The Back Seat Driver?

*A talk by RUSSELL I. BROWN,
President, Insurance Institute for Highway Safety
before the
Women's and Rural Division Luncheon,
Michigan Safety Conference*

THE OLD ADAGE "two heads are better than one" may be one of the answers to modern day traffic safety. With so many cars on today's roads and with enforcement officers spread very thin, the driver often faces situations too complicated to handle all by himself.

What he needs is a good "back seat driver."

Everyone needs a co-pilot at times. Unfortunately, the term "back seat driver" has become a term of derision. All a passenger has to do is show signs of over caution (a good thing, by the way), and the driver feels his rights infringed upon.

There have been times for all of us when the back seat driver has chipped away at our ear and you feel like saying—"here's the wheel, you drive it."

Back seat driving, in my estimation, is one of the best safety devices and one of the most underrated in our modern day automobile travel. An airline pilot's task is not an easy one and he could hardly handle such a hazardous task without his co-pilot and navigator. Just as hazardous if not more so is highway driving.

Driving is a burden on the man behind the wheel. If you have ever driven a long distance alone you know how helpful it would be at times to have someone read maps, watch for turn-off signs, warn of hazards ahead, and take over the wheel when you become tired. It appears to me, then, that today there should always be two drivers to every car.

There is the story of the woman who was haled into traffic court and when asked to tell her side of the story, she began:

"As I was driving down the street, with my husband at the wheel . . ."

Unfortunately you women are the ones criticized for back seat driving, in its derogatory sense. The term has come to mean someone who interferes.

As a traffic safety official in 1957, I officially endorsed back seat driving as "the right and perhaps the responsibility of any passenger in a car." A passenger who sits quietly while a driver risks death is not using good sense.

Effective back seat driving lies with women because a male passenger often hesitates to speak his mind to a driver for fear of sounding frightened. But I think women are realists in these situations. They seldom let false pride come between them and their sense of responsibility. I am soundly convinced that many fatal accidents are avoided each year because a passenger said the right thing at the right time and brought a driver to his senses.

After I came out for back seat drivers in 1957, my wife and I received telephone calls and letters on the subject from as far away as California and New York. The women congratulated my wife because they thought she forced me to make the statement. Some men were giving me hard words and hard looks because they thought I was some kind of deserter. One man told me his wife and daughter made life miserable for him in the car ever since they read my remarks. He said he was going to send them over to ride with me and I could see how I liked it!

Unfortunately too many passengers are afraid to speak up until the driver has actually made a driving mistake and then they have ammunition to rip his head off. That kind of back seat driving is no good at all.

The only way to develop teamwork is to start before the mishap has occurred. Picture a family scene. You and your husband sit down one night over a hot cup of coffee and he says something like this:

"Driving makes me so tired. If I could just run the car and not have to worry so much about those turnoff signs, side roads, and watching for on-

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coming and rear traffic, I wouldn't get so tired."

That is when you say:

"Dear, why don't you make me your co-pilot. Here's what I could do:

"1. Help you watch the road ahead and look especially for roadside warnings, speed and stop signs, and for incoming traffic at intersections. If you have missed seeing something important, I'll tell you about it. But, don't worry. I will be calm and on my toes so that you can trust me.

"2. I could watch the right-hand side of the street or road for children and pedestrians who act as though they may be about to step into the traffic path. That would be one less worry for you.

"3. It's so easy to drive too fast on an open road. Everyone is tempted to do this. But if I looked at your mileage every once in a while, I might prevent an accident, which neither of us would want to happen through absent-mindedness. Talking out loud about such things makes us more conscious of them. And, of course, passing carelessly is something to watch.

"4. I could read road maps, and take over the wheel when you are tired.

"5. I could even make it my job to have the car checked before starting out on a long trip.

"6. And I will never intentionally make you feel like a fool immediately after you have made an obvious mistake."

That is how two grown-up people can handle their lives together—working together. I think any man would rather have his wife call attention to a dangerous traffic situation than keep still and let him get killed.

A passenger tends to get nervous more easily than the driver, becoming a victim of nerves in a car going more than 25 miles an hour. In the co-piloting technique of driving, a passenger's mind is occupied in sharing the driving and in safety measures, and the sense of helplessness in a rapidly moving machine is gone. The same sense of relief will come to the driver, who will find that the passenger's watchfulness will give him a sense of security, relax him so that he can drive longer and with less weariness than if he were alone.

This is no defense of busy-body passengers, both men and women, who gasp or scold or call names. They can and do cause wrecks of cars, and make wrecks out of drivers. The thing to do is to eliminate, if possible, such people from your passenger list. If not, make your drives with them short and seldom.



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Band Wagon (from page 5)

integrated schools of Washington as a model of a harmonious, happy solution of integration.

"Integration in the schools of Washington, which considers itself a Southern town, was accomplished without a hitch. . . . The preponderance of Negroes (77%) now in the schools is not a result of integration. It rose from the exodus of white families to the suburbs and the movement of Negro families into vacated low-cost-housing neighborhoods. . . ."

Any Northern reader without knowledge of the city of Washington would receive from this rosy picture a totally false impression and, accepting this impression, could only conclude that the rest of the South (since Washington would here seem to be a Southern city) was willfully refusing to follow the felicitous example set by the nation's capital. As a matter of fact, the extent of information which shows precisely the contrary picture of Washington is so readily available that a reporter would have a difficult time avoiding it.

At basis, Negroes have moved into many sections which were not "vacated low-cost-housing neighborhoods" and the "exodus to the suburbs" is most definitely, in part at least, the result of integration—in schools and elsewhere. Then, though many Southerners felt at home in the older Washington, and Southerners in Congress provided a permanent strain of Southern influence in the social life of older Washington, not since the city's capture by the civil

rightist Liberals could any one conceivably consider the present capital "a Southern town." Since the majority of citizens who inhabited Washington were not Southerners, the "model-city" of school integration actually represents a non-Southern city which is approaching a ratio of four Negroes to one white in school.

As the non-legal moralizing of Warren's so-called Court stated that school integration would tend to adjust the Negro to "a normal environment" ("normal" here meaning mixed), the result in Washington would seem to defeat this purpose; for, at the present rate of the exodus from Washington, the schools will present a predominantly, if not almost entirely, colored environment.

Look Magazine entitled its article "Integration Without Turmoil." As the Court meant it, this is not integration

in schools any more than neighborhoods are integrated when whites move out, and the "turmoil" (involving financial loss) caused the uprooted white families can never be computed.

Then, in the face of all statistics to the contrary, the article concludes with the outrageous statement that the effect of integration, "by removing the stigma the Negro feels, is to reduce delinquency among them." As delinquency is computable, though the Northern press looks the other way, the reduction is not yet noticeable to any one observing the statistics. However, if delinquency is to be reduced by "removing the stigma the Negro feels," we can presumably look forward to a continuation of the present delinquency rate when the percentage of remaining whites is too small to constitute more than a token integration in reverse.

Here we seem to come to the horse-

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and-cart of the matter—which comes first. The believers in integration today *for the South* claim that the Negro's moral values and educational standard will rise by his exposure to a mixed society; the white population (North as well as South) of contemporary parents does not wish to expose its children as guinea pigs to a social experiment which in their hearts they deeply distrust and fear. Few Southerners would deny that there is justice in the claim that the Negro would be helped in all his values and standards by removal of the stigmata he now seems to feel; but few people in history would accept what they consider a disruption of their society, *for whatever reason*, on outside orders given in harsh disregard of their own feelings in the matter.

There must be some meeting ground on which each side can give a little, but it has to be a meeting ground which each side approaches with good will. As of now, the distorted presentation of the situation in the South and nation

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can only prepare the majority sections to support extreme measures against the South when the hostilities—which the NAACP is doing all possible to foment—finally erupt. When this happens, the possibility of amicable adjustments will receive the most serious setback since Reconstruction. For the one way to block the Court's intention of adjusting the Negro to a "normal environment" is to create an environment of tensions and hostilities.

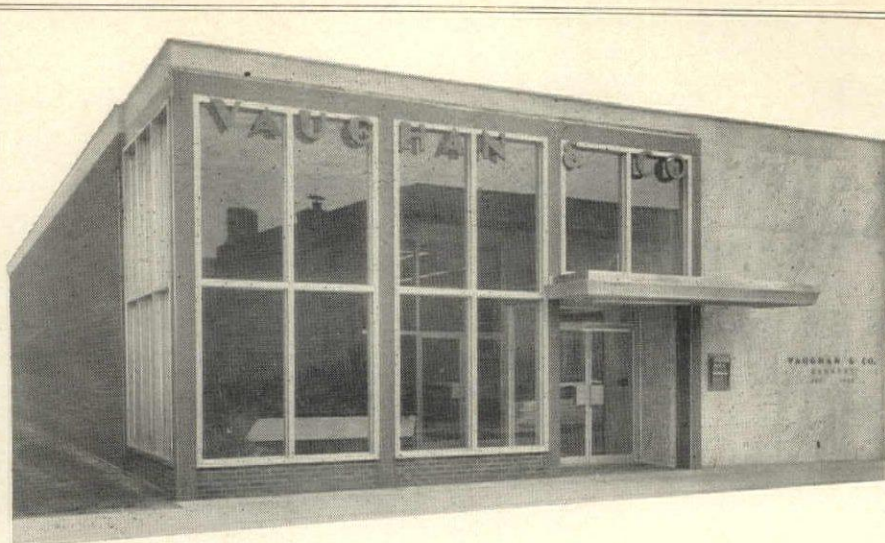
On this point, the NAACP is most specific. One of its Richmond representatives, in looking beyond the sit-down disturbances, viewed the possibilities of boycott. This, he said, of course worked both ways: Negroes would lose jobs; but the unemployed, he stated, would swell the relief-rolls and increase the financial burden of the white population. This tacit admission that a large segment of the colored population exists upon the relief-rolls, along with the threat of increasing this community-supported population, would scarcely come under the head of "responsible citizenship." This, in turn, strengthens the belief of the white population that the Negro is trying to force his way into a full citizenship without assuming a full share of its burdens. This goes back to the horse-and-cart proposition of which comes first, but for the present adult generations nothing in the Negroes' attitude indicates anything more than a determination to achieve "liberties" without responsibility.

The baffling part is the attitude of the Northern press. Those politicians depending on minority groups for their place in the sun certainly can not carry enough national weight to affect publication policy, and the "civil rights" aspects in the present race to be the most Liberal must be recognized by at least some persons outside the South as part of the runaway political fashion trends. It can only be surmised that, in a time when convictions have become replaced by expediency and fashion, everybody is trying to get on the bandwagon that, as conscienceless as the old circus calliope, is rolling its enticing way north of the Potomac.

The South can only hold on, keep its head and its poise, and try to ride out this wave of fashion.

Clifford Dowley

to tell the Virginia Story

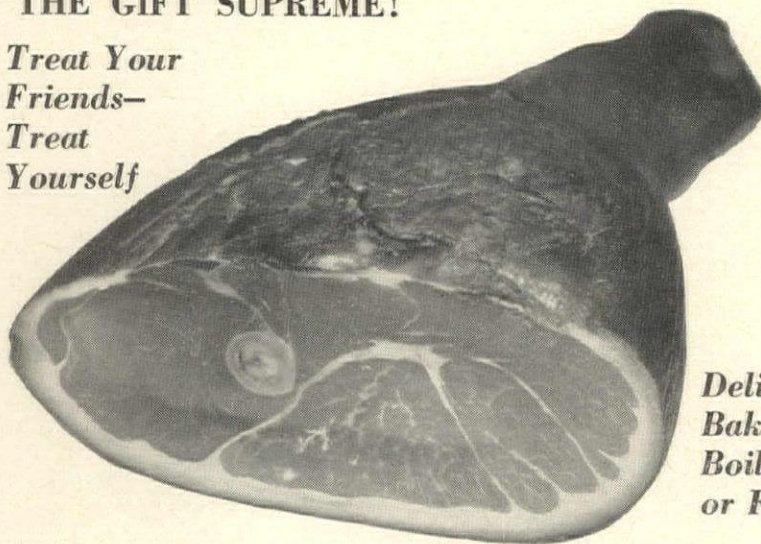


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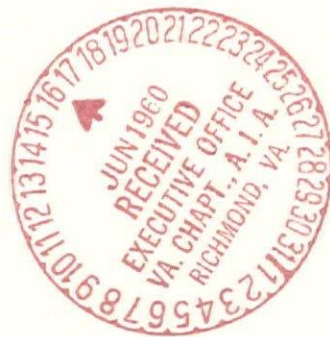


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