

Virginia RECORD

AN INDEPENDENT PUBLICATION

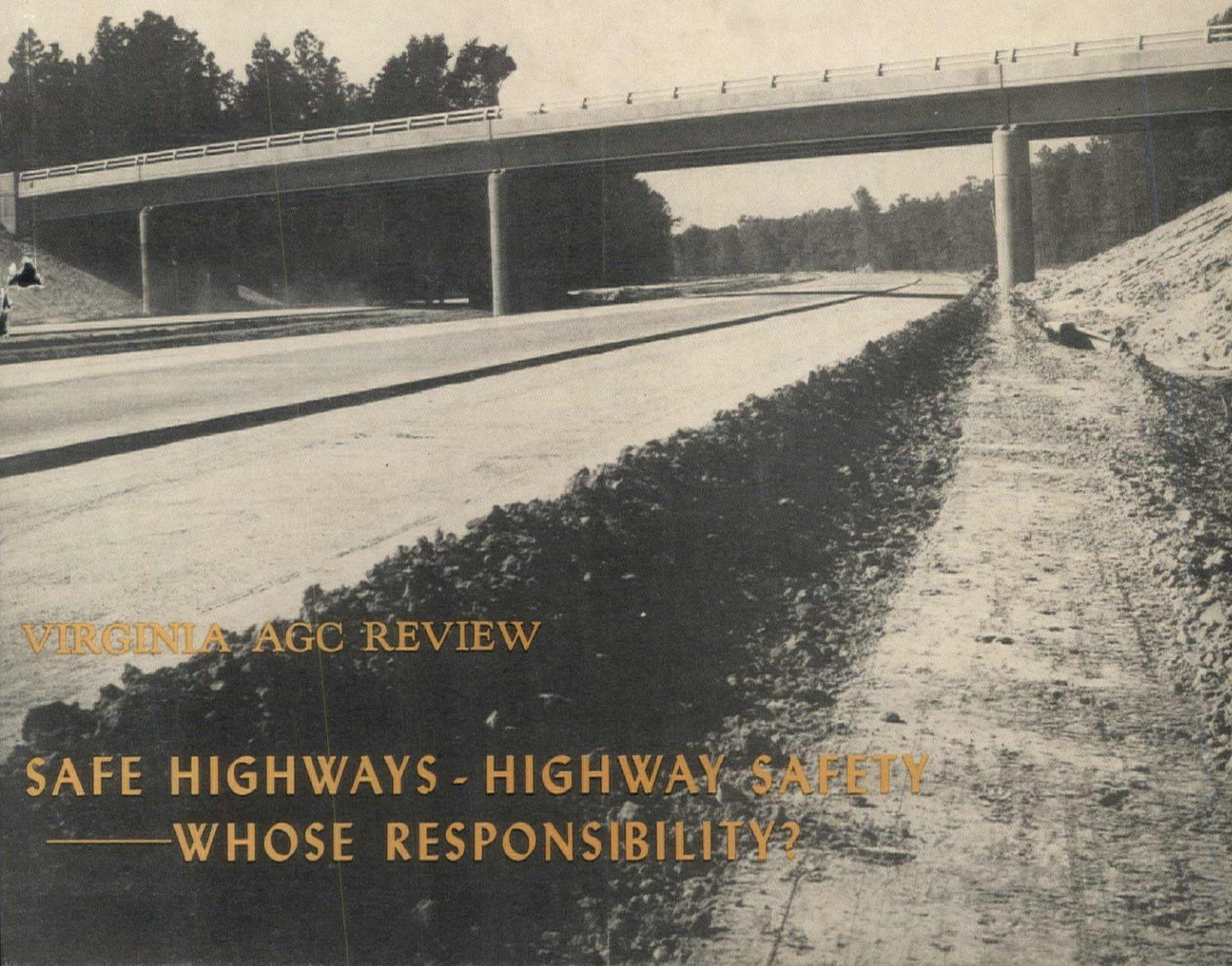
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JUNE 1961

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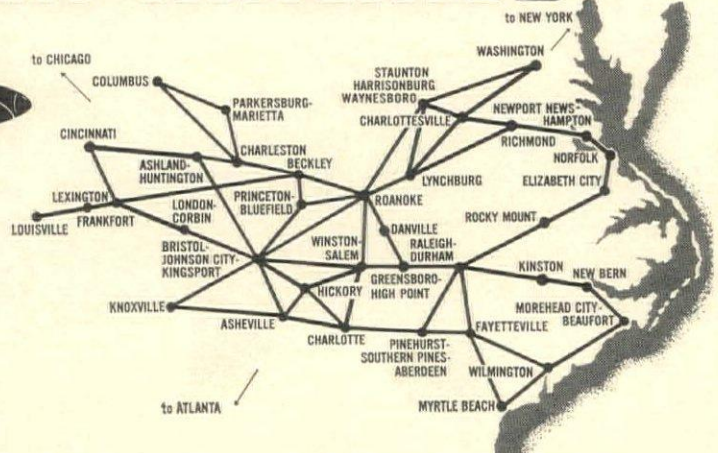
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Latest Safe Planting Date

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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VIRGINIA RECORD is an independent publication cooperating with all organizations that have for their objectives the welfare and development of Virginia. While this publication carries authoritative articles and features on statewide and local industrial, business, governmental and civic organizations, they are in no other respect responsible for the contents hereof.

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VOLUME LXXXIII

JUNE 1961

NUMBER SIX

"The Centennial Guilt"

A RUSH OF LETTERS to Virginia newspapers, accompanied by verbal blasts from historians and assorted dignitaries, has revealed what on the surface appears to be a sudden unanimous condemnation of the Civil War Centennial and all its works. On closer examination, a distinct difference appears between the criticisms of historians and the more or less random shots of the aroused letter writers. It then becomes apparent that the serious students of history are criticising those very attitudes and aspects of the Centennial which have aroused the disapproval of the populace.

From the inception of the idea to observe the Civil War centennial, historians have hoped the period of commemoration would serve to stimulate and develop a study of the American past, with emphasis on the single most personalizing experience of the nation's history. But, from the beginning, those most interested in promoting new studies have been unable to control the course taken by the observation of the Centennial.

Long before the National Commission or any state commission inaugurated commemorative programs, commercial-minded interests moved in with the clear-eyed purpose of capitalizing on the period. All manner of objects relating to the war period appeared on the market, television shows and other mass media offered the gullible various idiocies supposedly retelling parts of the war story, publishers rushed out illy prepared material composed by persons without background, and, all in all, before any ceremony of dignity appeared, the public had been swamped by impressions of a national carnival designed to "celebrate" the tragic experiences of our grandparents' generation. Quite understandably, no American, who knew no more about the purpose than this, could feel anything except distaste for such goings-on.

Unfortunately, the various Commissions set up to conduct the observances have done little to counteract this impression. Committees composed of men of divergent backgrounds and interests, largely dominated by politicians, could scarcely be expected to yield the clear-eyed purpose of busy men dedicated to the single goal of turning a fast dollar. All such committees are at best only part-time affairs to their members, who as individuals can not be charged with guilt because of their innocence of knowledge of the Civil War. However, the nature of those groups selected to control the commemorative period made their contributions, however worthy in intent, ineffectual in comparison with those interests who have already stamped the character of the Centennial. As we know from Russia, a positive program is always more effective than a merely well-meaning program which lacks clarity of purpose and decisive action.

Beyond that, it must be admitted that thus far, beginning at Charleston, the events sponsored by the responsible committees have largely emphasized oratory, bands and gunfire. As one noted Northern historian recently said, "This is all parades and fireworks." The very opposite of any permanent contribution to understanding of the period, these gala occasions only tend to convince the general public of the wasteful futility, if not bad taste, of the Centennial observation of America's unresolved catastrophe. It was on this point that a national dissenter, Miss Inez Robb, seemed to speak for a large following in her syndicated column. (Continued on page 37)

COVER NOTE: Safe, attractive structures such as this one on Interstate 64 in Newport News will carry cross traffic over the interstate highways and assure non-stop, safe travel for motorists. Grade separations at intersections with existing highways means there will be no stop lights, no stop signs to interfere with interstate travel. It is estimated that the 41,000 mile national network of interstate highways will save 6,000 or more lives annually which would otherwise be lost in auto accidents.

VIRGINIA RECORD wishes to express its appreciation to the Virginia Department of Highways for furnishing all photos and editorial matter dealing with the Department. Our thanks also to the Governor's Highway Safety Committee for the material on "The Citizen and The Traffic Toll."

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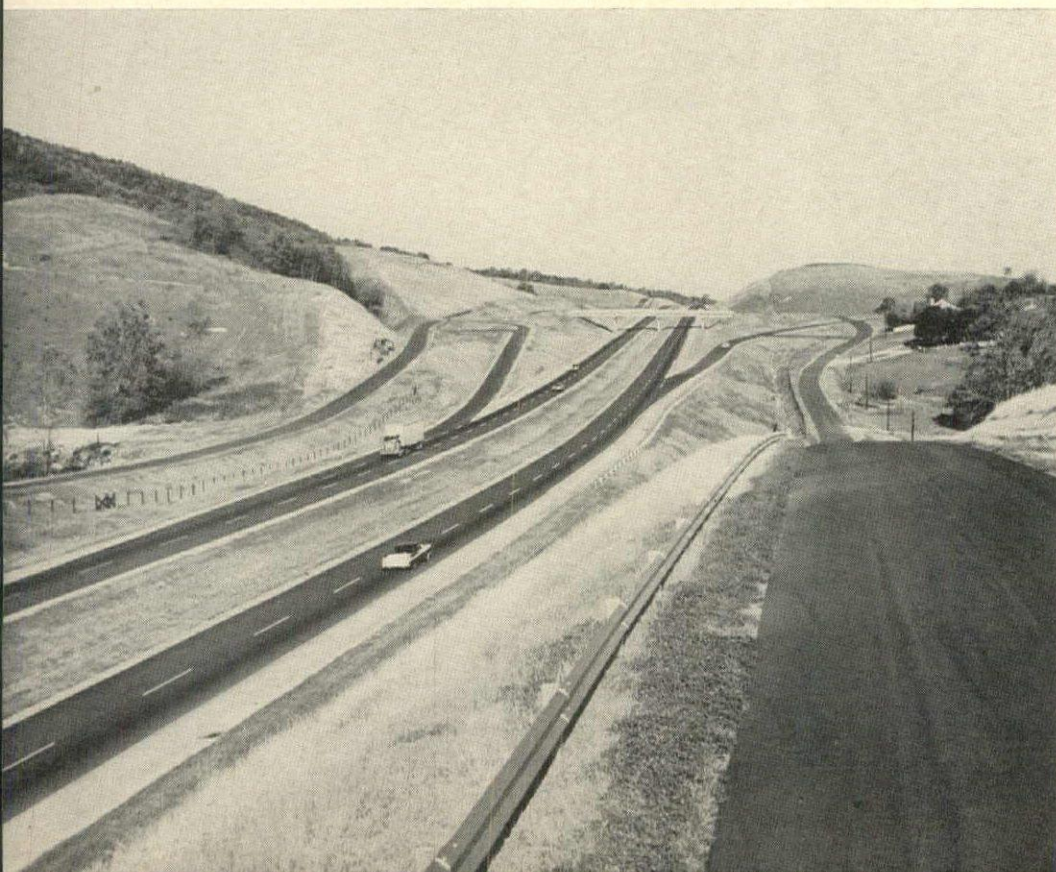
(Turn the page for story)



Above: Safety and comfort, as promised on the sign, will be among the key benefits of a new superhighway system that will link all sections of Virginia by the mid 1970's. The interstate highways will have built-in safety features to reduce the chance of accidents and to eliminate the need for human decisions while driving. Fewer decisions mean easier driving, less tension and fatigue. This sign was erected at the site of Interstate Route 95 construction south of Petersburg.

Below: There are many reasons why the interstate highways such as the one shown here, will make motoring a pleasure. Grade separations, controlled access, wide median strips, paved shoulders, gentle slopes and easy curves are some of the features installed in construction of Virginia's 1,053-mile superhighway system. Service roads to either side of the interstate route are provided to serve local traffic. This scene is along Interstate 81 in Pulaski County. This completed section is 4.7 miles long.

(Highway Department Photo by Heath)



"DEDICATED TO THE COMFORT AND SAFETY OF THOSE WHO TRAVEL THE HIGHWAYS OF THE COMMONWEALTH OF VIRGINIA"

● Thousands of motorists and passers-by on East Broad Street in downtown Richmond have read the inscription. It is emblazoned in stone on the central headquarters building of the Virginia Department of Highways.

It is embedded too in the conscience of hundreds of engineers, from Commissioner H. H. Harris down through the ranks of planners and designers who make the construction and maintenance of Virginia's highways their responsibility.

The inscription then is no empty gesture to the need for traffic safety. It is a challenge. Hard statistics make the challenge a terrible reality.

Each day in Virginia, on both the rural roads and urban streets, there are approximately 220 reported accidents in which an average of 2.1 persons are killed and 75 persons injured. Daily property damage averages \$60,000.

Last year in the Old Dominion there was an estimated economic loss due to traffic accidents of approximately 95 million dollars, a sum of 13 million dollars greater than the gasoline tax received by the state.

This loss comes from the same pocketbook that buys and operates the vehicles of the state as well as the roads and streets on which they travel.

The annual traffic death toll and the staggering losses accumulated through these accidents, the broken homes, the heartaches, the grief and the mental anguish and other suffering caused by highway accidents weigh heavily on the minds of the men who build Virginia's network of roads, and upon those who are responsible for ferreting out deficiencies in the present system.

One man with such a responsibility is W. B. Shelton, associate traffic engineer for the Department.

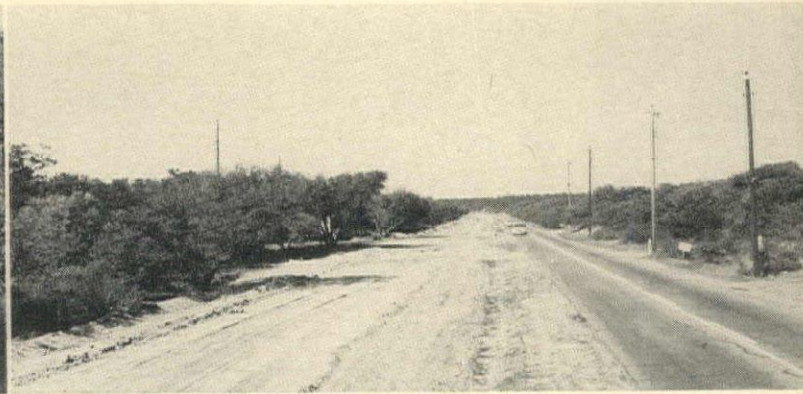
Shelton heads a section in the Traffic and Planning Division of the Highway Department that made a detailed analysis and study of the fatal accidents that occurred on the rural roads of Virginia in 1960.

His report on those investigations is a blunt reminder that so much yet needs to be done in the field of safety.

"After reviewing those investigations," Shelton says, "I honestly believe 99 per cent of the deaths were needless and could have been avoided."

The Department's efforts in promoting highway safety through engineering takes many forms.

There are four different areas where the problem is attacked; planning



Left: Passing on the two-lane section of US 60 between Lynnhaven and Virginia Beach is hazardous in normal traffic. Peak-hour traffic will crawl bumper-to-bumper on the two old lanes. Right: Parallel lanes extending toward Virginia Beach on US 60 will provide clear passing of slow-moving vehicles, and will eliminate an accident-prone location at the west gate of Fort Story near Virginia Beach.

construction of new highways, maintenance, informing the public of hazardous road conditions and detailed study and analysis of accident prone locations.

The regulations governing the Highway Commission charge the Department with the responsibility of providing highways and streets that can be traveled upon with safety, speed and comfort.

These three essentials are greatly inter-related and fortunately efforts spent towards satisfying one essential will generally satisfy the other two essentials.

That engineering has its limitations and is not the only means of reducing and preventing accidents is recognized. There are areas where perhaps the key to safety lies in enforcement, both in police and court action and also through the education of both the motorists and pedestrians.

But it is also recognized that engineering solutions in accident prevention, although costly and difficult at times to accomplish, are usually more effective and lasting than purely regulatory measures.

Generally, physical corrections achieved through technical engineering provide long time cures. On the other hand deficiencies built into the road or caused by obsolescence can stay hazardous for years, waiting for the necessary funds to be appropriated and corrections made.

The Department's Traffic and Planning chief, J. P. Mills, Jr., calls highway accidents "our most serious problem" and has positive views on the responsibilities of the highway engineer.

Mills feels "it is easy for the highway engineer to sit back in his chair and blame driver failure or outdated roads for all of the accidents. However, a study of accident records will reveal that many accidents occurred on modern roads and under ideal conditions."

"A closer review," he adds, "will reveal that a number of these accidents would never have occurred if oversights had not been made in a number of items of construction so important to the traffic engineer."

Mills lists these as crossover locations on the highways, horizontal and vertical alignment, design and location of commercial entrances, intersecting road

approaches, channelization and the lack of guard rail and others.

The importance of these factors in the safe design and operation of a highway was recognized long ago by the top engineers in the Virginia road agency. It was in 1946 that the task of field checking all construction plans was assigned to Mills' division.

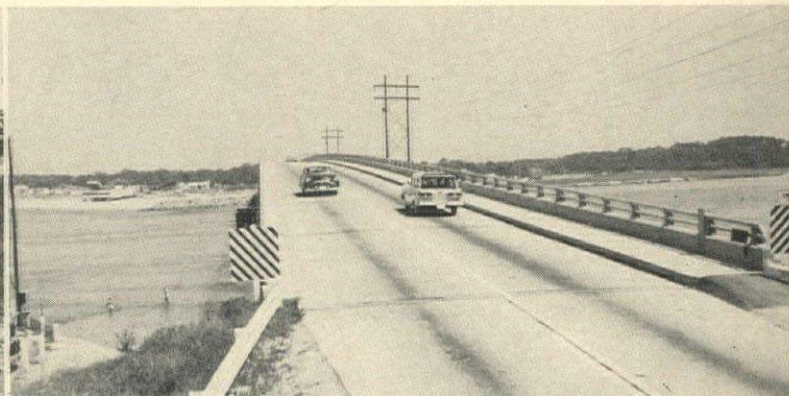
The responsibility facing the Department engineers: to build safety into all planning and construction of new facilities, by selecting the location that will best serve the needs of traffic, then providing a facility to meet a certain desired speed and type of vehicles that will use the road.

Such factors as highway type, lane width, grades and curvatures, design of shoulders, degree of access, pavement type must be determined in order to build the type of road that will best serve the present needs of traffic and at the same time forestall obsolescences.

The Department has learned through experience that generally a divided highway is safer than an undivided one; that roads with low grades and easy curves, adequate lane widths, proper

(Continued on page 29)

Left: Hazardous conditions resulted from delayed and parked vehicles when the old draw bridge on US 60 at Lynnhaven Inlet was opened for boat passage. Congestion became progressively worse as both water and road traffic increased each year. Right: A \$1,137,000 high-level bridge on US 60 at Lynnhaven Inlet, completed in 1958, eliminated congestion by giving water traffic a 35-foot clearance under the bridge and road traffic a wider bridge, open at all times.





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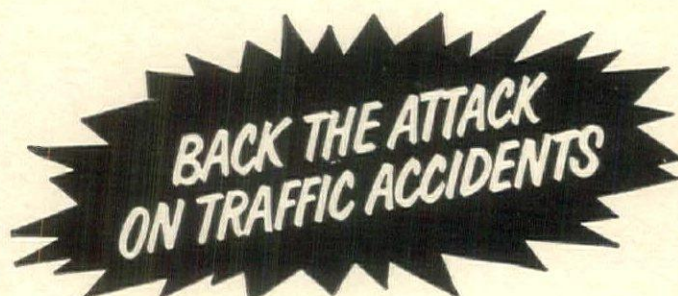
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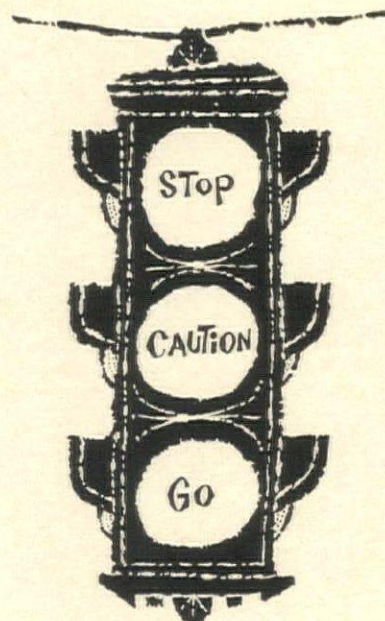
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L. T. MONKS, *Vice President*

In September of 1893, one J. Frank Duryea drove a strange contraption through the streets of Springfield, Massachusetts. It consisted of a buggy, equipped with a steering tiller, to which a noisy, reeking, unreliable engine had been attached. This was the first time in the United States that a vehicle had been propelled by an internal combustion engine. In 1896, P. T. Barnum exhibited one along with his other freaks.

In September, 1899, a New York man alighting from a streetcar in New York City was struck and killed when he stepped in front of a heavier and improved counterpart of Mr. Duryea's innovation. There were then about 7,000 of them registered in the nation.

In April, 1912, the luxury liner S. S. *Titanic* plowed into an iceberg in the North Atlantic and went down. More than 1500 lives were lost. These dead still live in memory and their deaths accomplished definite reforms in maritime safety. The same year, American automobiles hurtled 3,100 people to death and just about nothing was done to improve the situation and little note was taken of it.



THE CITIZEN

AND THE TRAFFIC TOLL

By 1941, the annual traffic slaughter reached 40,000 and in December, ten years later, the nation chalked up its millionth traffic death.

At this point, desperate action was being taken but, except for a relatively few understanding private citizens, the bulk of the action was official. It strove to apply what are called the "Three E's" of traffic safety promotion—Education, Enforcement and Engineering. But education fell on barren ground, engineering was misused and enforcement was bitterly resented.

The average citizen seems to believe firmly that the driving privilege is an inherent and demandable right, not subject ethically to the police control, and that he is morally justified in any means taken to circumvent restrictions of any type. He has neither evolved nor accepted any moral code for driving, nor does he seem to appreciate the modern motor vehicle as an inherently lethal instrument.

Failure to evolve a code of morals for driving has led in equally disastrous failure to consider dangerous and inconsiderate driving antisocial conduct. The person who is arrested for intoxication afoot is unceremoniously jailed and descends to Coventry when released. On the other hand, a drink-sodden driver attempting to manipulate 3,000

pounds of steel, capable of traveling at 100 mph, receives vastly misplaced pity and sympathy when arrested.

This attitude is further reflected in the countenancing of slap-on-the-wrist penalties for serious offenses, reluctance to perform in a realistic manner as a witness or juror and in the deep rooted conviction that only other people are involved in traffic crashes.

Mr. Driver is under no delusions that he is anything but a skilled operator who should be allowed to make his own traffic laws. Unmarked police cars and radar are considered unfair traps. License suspension is most unfair because he needs his license in his business.

What Mr. Driver apparently does not realize is that there are about 40,000 people killed and nearly 2,000,000 disablingly injured in the United States each year. Seven out of ten killed or injured suffer through the fault of someone else. If these doleful statistics could be firmly planted in the minds of the motoring public, it should be easily reasoned that restrictions placed on driving are there for good reasons and that the individual is being afforded their protection.

(Continued on next page)

by **HIRAM M. SMITH, JR.**, *Director, Public Information, Governor's Highway Safety Committee*

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So deep rooted is the conviction that an automobile is an integral part of the individual's life that people whose rent is past due would as soon appear in public *au naturel* as in a car that is as much as two years old. Indeed, during the depression of the 1920's people gave up their homes rather than their automobiles and relief agencies despaired of prohibiting gas purchases with funds earmarked for food, shelter and clothing.

One of the most terrible killers of the highways is the drinking—not *drunk*—driver. Last year in Virginia, one-third of our fatal crashes were known to involve drinking drivers. It is reasonable to suppose that the figure is conservative since all facts are not known in all cases.

Great difficulty has been experienced in convincing the public that an individual need not be intoxicated to the point that his conduct is socially unacceptable to be dangerous behind the wheel. Consequently, most drivers accused of the offense can produce laic witnesses who will testify that he did not appear to be "drunk."

Another obstacle is public sympathy which results in acquittals by juries. A very large segment of our people uses alcoholic beverages and many who do have driven when they had consumed too much for safety. As a result, they place themselves in the defendant's position with the reasoning that he did not hurt or kill anyone. They are, however, a bit stricter with those who do kill or maim.

The most powerful weapon here is the chemical test but, in Virginia, an accused can refuse one.

Another example of public apathy in the face of potential death is the solid sales resistance against the seat belt. They have been used in airplanes for generations. Crash Injury Research of Cornell University has published statistics showing a car passenger to have a five to one better chance of escaping death or injury if he is wearing one when he crashes. It should be obvious to anyone that the arresting of the forward motion generated by momentum inertia can be beneficial. Yet one automotive equipment dealer was recently quoted as saying that he could not give them away. His experience is by no means unique.

In the public mind, enforcement is probably the foremost bugbear as its consequences are most strongly felt. Enforcement, however, is not only police action. Police action must rest on sensible laws and be furthered by effective court action.

Police action and the ensuing court

experience, however, can reach but relatively few of those violations which occur daily. To reach them all, a state police organization would need to assume the size of the Soviet army.

Americans abhor a police state and thus it would seem that the wholesale enforcement, against all types of citizens, of laws preventing the killing and maiming of innocent people through utterly irresponsible actions should be at a minimum. Yet about one-third of the nation's 90 million drivers appeared in traffic court last year.

Public opinion as to traffic-law enforcement was reflected in recent months by three articles in popular national magazines decrying what they called "speed traps" and railing against radar. Facts were distorted and there was no attempt to differentiate between strict enforcement that is fair and impartial and unscrupulous harassing of innocent motorists. Anyone arrested was considered to have been the blameless victim of some type of "trap." A fourth national publication ran a news story on a gadget which it said could warn a speeding motorist of a radar "trap" in time for him to slow down. Here, of course, a device designed to protect a lawbreaker is marketed and wins the approval of a publication which does much to inform the public and to mould its opinion.

Licensing control can be considered closely akin to enforcement and herein lies a powerful weapon. Virginia has strong laws calling for revocation of this privilege and the loss of it is dreaded by drivers. Fines have not kept pace with rising costs of living but the "grounding" of a driver is perhaps the most effective means of reformation and determent.

In the issuing of the license, Virginia has a program equal to that of any other state but in examining the licensee, attitude cannot be determined. This would take psychiatry. Public opinion as to this function was pointedly reflected a few years ago when the cry against the reexamination of drivers reaching their 65th birthdays caused the program to be terminated. Thereby, the convenience of a potential killer through physical disability, was placed before the overall public safety. Although drivers suspected of being physically incapable of driving can be reexamined, seldom are cases brought to official attention by the public.

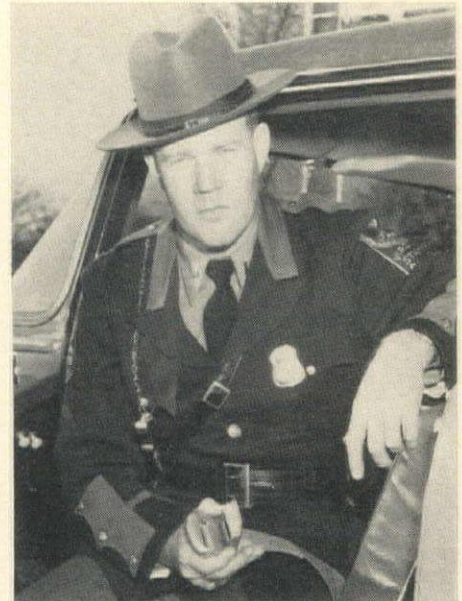
Traffic engineering has made great strides in the field of safety, and Virginia, along with many cities, has repeatedly received high national honors. But the paradox here is that the very

(Continued on page 36)



Above: scientific aid against drunken drivers. The Navy joins with Portsmouth officials in examining a device for determining alcoholic level through analysis of the breath.

Right: seat belts, standard equipment on Virginia State Police patrol cars, meet heavy public sales resistance.



Below: radar, the bane of the careless motorist.



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ON THE EASTERN SHORE of Roanoke Island, on land adjacent to the "Lost Colony" outdoor drama theater, is a garden unique in America. It was created by the Garden Club of North Carolina as a memorial to those Elizabethans who came to our shores in the 1500's to find homes in this new world, but who walked away into history. These included the "Lost Colony." Here, in North Carolina, where the first child born in America to English parents had her home, is the only spot in America where the flag of the United States and the flag of Elizabeth I can fly together.

Here is a garden that might have been built by the colonists if they had survived. They would have brought with them ideas and plants from the homeland and they would have found new plants and adapted both to the soil and climate of this new land.

This is a formal garden of two and one-half acres within a park area of ten and one-half acres, leased from the Roanoke Island Historical Association. In the Elizabethan style, the center unit is a Sunken Knot garden, enclosed by a perforated wall of antique brick. One walk from this sunken garden leads up three flights of stone steps to the Mount, the highest point in the whole garden. Another leads out to the Terrace and the lawn overlooking Roanoke Sound. And still another, on the opposite side, leads to the Great Lawn.

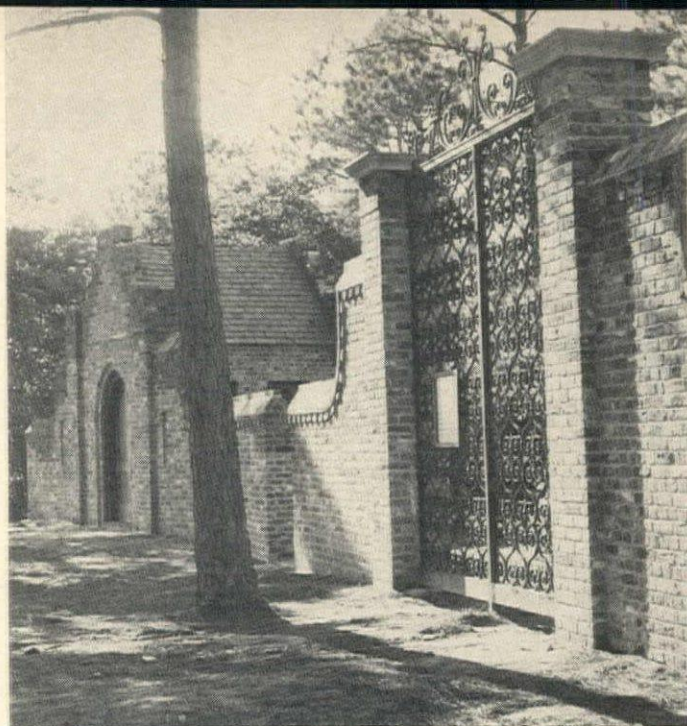
As one enters the Garden through the great iron gate, the Herb garden is to the right; and ahead, where the entrance walk reaches the Great Lawn, is the Junior Triangle, so named to honor the juniors who have helped build the garden with their gifts. To the right is the President's Walk, a tribute to all past presidents, which leads to the Mount.

The Allé around the wall of the sunken garden is almost tall enough to pleach and with the sunken garden, knots, perforated wall, maizes, terrace and mount have been adapted beautifully by the famous architects, Webel and Innocenti of New York.

The same holds true for the plants. There has been no hesitation in using new varieties of plants if they are suitable to the style and soil and climate. In true Elizabethan spirit, the most beautiful is sought for the garden, wherever it may be found. But some things which may seem new to us, were used in Elizabeth's time. For example, the pyracantha: Lord Bacon in his Essays describes the pyracantha, tells of its use, and thinks it was brought in from Africa.

(Continued on page 26)

*Entrance to
the Elizabethan
Garden*



The Elizabethan Garden, Roanoke Island

by MRS. J. R. BENNETT



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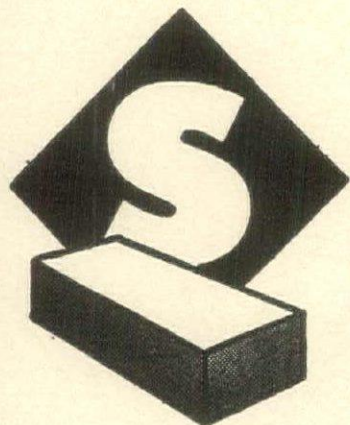
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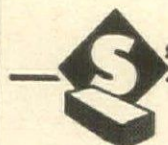
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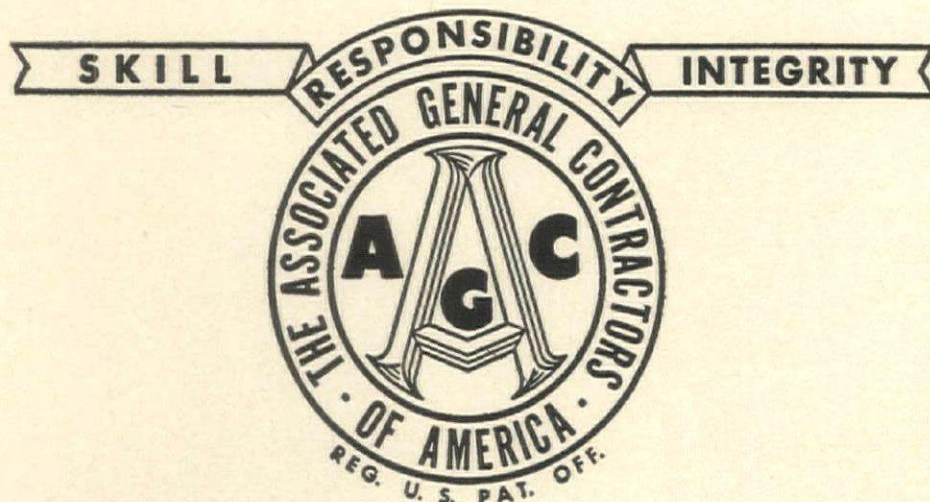
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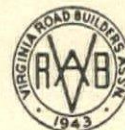
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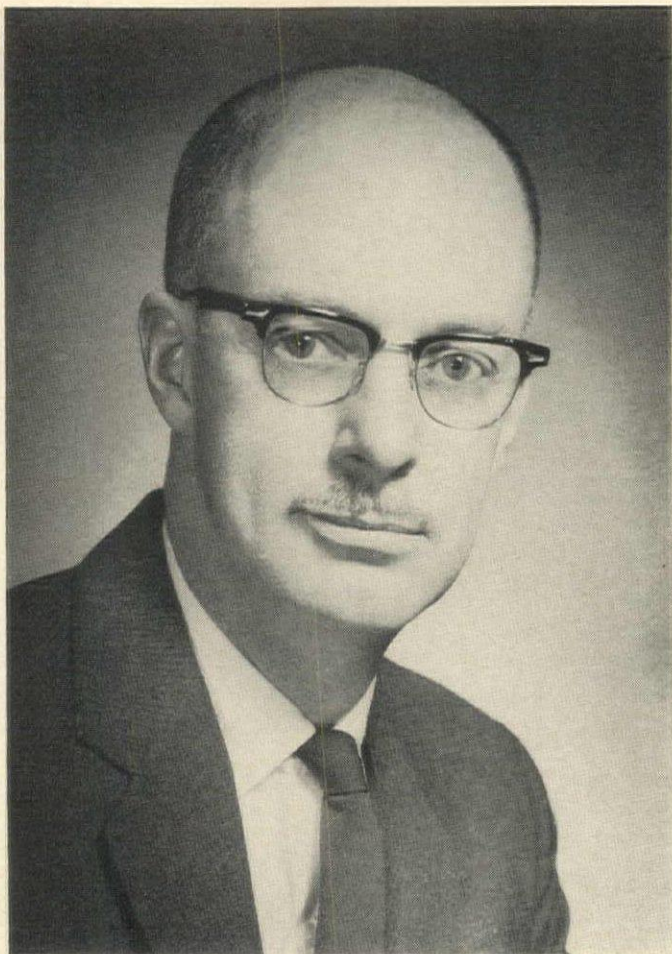


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Above, Mr. Lee. Top right, Mr. Schenck. Bottom right, Mr. Martin.

Virginia Branch, AGC, Elects Officers

R. E. LEE, President of R. E. Lee & Son, Inc., of Charlottesville, was elected President of the Virginia Branch AGC during its 1961 Annual Convention held at The Homestead, Hot Springs, on February 19-22, 1961. Lee was elevated from the position of Vice President which he had held for the past year.

Elected Vice President was A. Carl Schenck, Vice President of Carpenter Construction Company, Inc., of Norfolk, and elected Secretary-Treasurer was G. R. Martin, Martin Bros. Contractors, Inc., of Roanoke.

Elected to the Board of Directors for a three-year term were: S. R. Gay, Jr., S. R. Gay & Company, Inc., Lynchburg; F. L. Showalter, Jr., F. L. Showalter, Inc., Lynchburg; A. S. Bass, Jr., Bass Construction Company, Richmond; A. Carl

(Continued on next page)



Schenck, Carpenter Construction Company, Inc., Norfolk; and H. E. Doyle, Doyle and Russell, Richmond. Also elected as Associate Advisory Directors for a three-year term were: J. R. Houck, Houck & Greene Division of Tredegar Company, Richmond, and W. L. Tucker, Jr., Hall-Hodges Company, Inc., Norfolk.

Lee, a graduate of Charlottesville High School, received his B.S. degree in civil engineering

from the University of Virginia. 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. In World War II, Lee served as a major in the Corps of Engineers in New Guinea from 1943-44 and Leyte in the Philippines from 1944-45. Lee was president of the Charlottesville Chapter, Virginia Society of Professional Engineers, in 1957; engineer member of Charlottesville's Building Code Committee from 1949 to 1953; member of the Building Code Review Board from 1953 to 1956 and chairman from 1957 to 1959; member of the Board of Architectural Review from 1955 to 1960, and commissioner of the Charlottesville Redevelopment and Housing Authority from 1958 to 1960. The new President is a member of the Charlottesville City Council—first successful candidate to be nominated and campaign as a Republican. He is also a member of St. Paul's Episcopal Church, the Rotary Club, Farmington Country Club, American Horticultural Society and the 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.

Schenck is a native of Philadelphia, Pa., where he attended both grade and high school. In 1934 he received his B.S. degree in Civil Engineering from the University of Alabama. He has been a Vice President of the Carpenter Construction Company, Inc., since 1942. Prior 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.

Martin, a native of Roanoke, was graduated from Jefferson High School, Roanoke, and received his B.S. degree in mechanical engineering from Virginia Polytechnic Institute, Blacksburg. He first joined Martin Bros. Contractors, Inc., in 1947 and became president of the firm in 1956. He is married to the former Miss Mary Elizabeth Brown of Roanoke. They have two children, George R., Jr., now attending Fork Union Military Academy, and Kay, who is attending Roanoke Public School. He is a member and on the Board of Stewards of the South Roanoke Methodist Church. He is also a member of the Rotary Club, Elks Club, Masons, American Legion, and Hidden Valley Country Club.

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Area Contractors Take Safety Awards at 42nd Annual A.G.C. Convention in Boston

● The awarding of safety plaques was a highlight of the 42nd annual convention of the Associated General Contractors of America, gathered in Boston February 27 to March 2.

Among the recipients were several contractors from the tri-state area. R. N. Rouse & Co., Inc., Goldsboro, N. C., took an award in the building division. W. E. Graham & Sons, Div. of Vulcan Materials Co., Winston-Salem, N. C., received an award in the highway division.

West Virginia contractors receiving awards were Mountain State Construction Co., Charleston, in the heavy division, and W. A. Abbutt Co., Inc., Charleston, who took a Best Ten-Year Record award.

The AGC Chapters of both North Carolina and West Virginia were recognized for safety activities within their respective categories.

More than 1200 delegates heard both the joys and woes of their industry detailed by the convention speakers.

Secretary of Commerce Luther Hodges, speaking of the "Pioneers for the New Frontier," said, "The construction analysts in the Department of Commerce tell me that by 1965 physical output in construction should exceed 1959 record levels by 20-25 per cent. This indicates a volume of new construction approaching \$70 billion in current dollars. You also should know that we are closely cooperating with the

leaders of your industry in a program to stimulate the participation of American construction firms in foreign work."

He went on to urge the industry to look into the prospects and profits available to contractors working abroad. "The major responsibility of private industry is to avail itself of every profitable worldwide opportunity to invest, produce, sell and grow."

He reminded the contractors that they have been called upon by the President "to ask yourselves not what the country can do for you, but what you can do for your country."

"I suggest you examine closely any wasteful practices which impair productivity and retard progress. I suggest you not hide from technological advances in the unfounded fear that they may crimp your profits, but welcome and utilize them in the interests of improving the quality and value of your work."

Mr. Hodges admitted that the industry faces many obstacles but called upon the contractors, as a major industry, to be "pioneers for the new frontier."

A financial expert, George E. Keefe, vice president of Dun & Bradstreet, Inc., chose one of these obstacles as the topic of his discussion.

He pointed out that—with construction volume very high in the '50's and higher peaks promised for the '60's—

competition within the industry was "never more intense." With the narrowing of profit margins, "we have seen sharp upturns in the number of business failures in the industry, notably since 1955." With construction representing only ten per cent of the country's total business population, "last

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Among those attending the A.G.C. national convention at Boston from the tri-state area were Frank L. Fleenor, Jr., executive secretary, Virginia Branch A.G.C., Richmond, and L. Beirns Perrin, Virginia Engineering Co., Newport News.

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year it accounted for 16.8 per cent of the total business failures."

"More importantly," he went on, "total construction failure liabilities for 1960 comprised 21.4 per cent of liabilities recorded from all business failures."

Principal causes for this state of affairs are that competition has narrowed profit margins and that management problems have become far more complex.

Mr. Keefe said that it is not unusual to see a contractor submit a lump bid at five per cent above cost or less. "In some cases, contracts are bid without profit in order to keep crews and organization together until a more profitable opportunity comes along."

He suggested possibly substituting the "fair bid" for the "low bid."

Another highlight of the convention was a panel discussion entitled "1961—Year of Decision for Highways." Panelists were Rep. George H. Fallon, chairman of the House subcommittee on roads; Rep. Gordon H. Scherer, ranking minority member of the roads subcommittee; A. E. Johnson, executive secretary of the American Association of State Highway Officials, and Rex M. Whitton, new federal highway administrator.



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RESOLUTIONS ADOPTED AT CONVENTION

Seven resolutions were discussed and adopted by AGC delegates at their recent Boston convention. The resolutions were:

1. Pledging cooperation to prevent work stoppages on missile site construction or other essential national defense installations.
2. Approving the development of voluntary procedures for settling labor disputes without work stoppage.
3. Opposing the furnishing of cost estimates by equipment manufacturers and distributors as "detrimental and contrary to good construction practice."
4. Urging publicly advertised open competition in carrying out any emergency public works programs.
5. Urging the federal government and the 87th Congress to enact

legislation providing the necessary funds to continue orderly expansion of the primary, secondary and urban road systems and completion of the Interstate Highway System within the 16-year construction period contemplated in the Highway Act of 1956.

6. Urging enactment of legislation establishing a federal-aid airport program on a continuing basis and encouraging local government units to expedite improvements to needed airport facilities.

7. Reaffirming opposition to the federal policy of setting aside certain construction contracts for small construction firms because it "limits free competitive bidding thus increasing the cost to the detriment of the public interest."

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Elizabethan Garden (from page 17)

The profuse plantings in the Garden are designed to give pleasure to the visitor in every season. In spring, azaleas, dogwoods and redbuds present an almost fairy-like picture. In early summer, the Gardenia Walk welcomes the visitor graciously with its wax-like blooms and nostalgic fragrance. By mid-summer, oleanders and crape myrtles add flamboyant color against the richness of the Southern magnolia foliage. As the leaves redden in the fall, visitors are interested to see the many forms of the holly family, with berries from golden yellow to deep red, from dainty leaves to heavy spiny ones, dwarf plants and tall ones. And before winter comes, the sasanqua camellias begin to bloom, followed by a wide range of the japonica varieties. All these camellias were planted as a gift by the North Carolina Camellia Society.

In keeping with the colorful English garden, the Elizabethan garden abounds in color with the knots and beds bright with pansies, petunias and geraniums. Two thousand day lilies around the Great Lawn add beauty and the brewesia and partridge berry spread carpets here and there.

As a masterpiece needs a suitable frame to set off its beauty, the background planting of pittosporum, osmanthus, yaupon holly, cassine holly and other holly hedges complement the overall picture.

In its early planning stage, the Elizabethan Garden was modest in size and cost but, when a fountain, statues, balustrades and a well-head came our way, the decision to enlarge and elaborate the garden seemed inevitable. Sanford White had purchased these objects for the John Hay Whitney estate in

Georgia and when the Whitney garden was later redesigned, these pieces were headed for a museum. But when Mr. Whitney heard of the Elizabethan Garden idea, he gave them to the Garden, since many of the pieces antedate the Elizabethan period. Other gifts have really made this Garden. The handsome front gate came from Hon. and Mrs. C. D. Dillon of Washington. A carrara marble statue of Virginia Dare, grown to womanhood, was given by Paul Green. Marble benches, a bird bath, an amillary sun-dial on a classic base as well as an antique bird bath have all been gifts. The little god, Pan, the wildness sprite, seems at home in his spot of native plants near the Sound. Finials and furniture for the gate house have also been gifts and many of the plants are planted in memory of some loved one.

Inglis Fletcher, the novelist of North Carolina history, and Mrs. Charles Cannon first proposed this garden. They were members of the Roanoke Island Historical Association as well as of the Garden Club of North Carolina. After the Historical Association bought the land adjacent to the "Lost Colony" site as protection, the question arose as to how the land could be used. The suggestion of these two women became the project of the Garden Club of North Carolina at its 1951 convention.

The purpose behind building the garden has been achieved. Though long delayed, North Carolina now has a fitting memorial to the first chapter in its history, and to the people whose daring, courage and faith needed to seek new horizons showed us what is as important today as in the past.

BOOK NOTES



Amateur flower arrangers, suddenly faced with the problems of decorating for any portion of a wedding—and it happens so often—will find Virginia Clarke's **The Complete Book of Wedding Flowers and Decorations** a "must." She deals adequately with etiquette problems, but the value of the book is in the chapters for the flower arranger—everything from the simplest boutonniere to the altar flowers. Additional chapters discuss decorations for weddings out of the church and for the related parties. Excellent line drawings give step-by-step instructions, while photographs suggest many ideas adaptable to any season's wedding. (Hearthsides Press, \$5.95)

If there's a young budding gardener in your family or acquaintances, consider **The Beginning Gardener** by Katherine N. Cutler (published by M. Barrows, \$2.95). Actually anyone of any age who is starting a garden would find this book most valuable. It is full of basic, clear instructions on how to choose the best spot for a garden, the "how to do it" and "when" and deals with vegetables as well as with flowers. She has included a discussion of special gardens, such as how to get started in herbs, bulbs, dish gardens or a seashore garden, to name a few. The author has made a specialty of junior gardeners and has written a previous volume just for juniors on flower arranging—this one is just as valuable to the cultural phase.

An authoritative volume by Alex Hawkes called **Orchids, Their Botany and Culture** should provide abundant information to the serious hobbyist as well as to the "several plant experimenter." The beginner will find concise cultural information; the experienced will revel in the thorough discussion of over 100 genera. A chapter on orchid hybridization closes the book. Many photographs and line drawings add considerably to the section on classification for the identification of genera. (Harper, \$6.95)

Another excellent volume, **The Lawn Book**, by Robert Schery, Director of the Lawn Institute at Marysville, Ohio, explains for grasses what many other volumes do for other plants. Dr. Schery can speak with authority and years of horticultural experience and he discusses in detail the cultural needs of the various grasses so that lawn care can become a reasonable routine rather than a set of rules to be followed blindly. Each chapter closes with a "More

(Continued on page 36)

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VIRGINIA BUSINESS REVIEW

FIVE OF VIRGINIA'S LARGER industries and 17 other plants have announced expansions, according to the first quarterly report on manufacturing developments from the Department of Conservation and Economic Development.

At the same time, C. M. Nicholson, Commissioner of Industrial Development and Planning, revealed that 16 new plants had located or announced intentions to locate in Virginia. Total employment for these is anticipated to reach about 650.

The large plants which announced expansion programs include Ford Motor Company, Norfolk; General Electric Company, Lynchburg; Hercules Powder Company, Hopewell; Merck and Company, Elkton; and Westinghouse Electric Company, Verona. Each expansion will entail expenditures of \$1,000,000 or more.

Products to issue from the 16 new plants will include aluminum boats for use on inland waterways, textiles and apparel, electronic components, food and wood products.

* * *

Noland Company, Incorporated, wholesaling organization with 37 branches in the Southeastern states, has been cited in its home territory for "business enterprise and significant contribution to economic progress in the Commonwealth and the Southeast."

The company received last month The Bank of Virginia's 1961 citation in the bank's annual salute to Virginia industry.

* * *

VEPCO opened its new district headquarters building in Petersburg the first of last month, closing the old Petersburg office and the Hopewell office.

According to A. J. Young, district manager: "Consolidation of operations at the new building means even better service for our customers in this area."

The new office is located on the Petersburg-Hopewell Road, 1340 East Washington St.

* * *

Two highway engineer promotions, effective July 1, have been announced

to tell the Virginia Story

by the State Highway Department. They follow the resignation of C. L. (Duke) Ellington, of the Salem office who will leave the Department the middle of this month to become athletic director at V.M.I.

John M. Wray, Jr., who has been resident engineer at Ashland for Hanover and Goochland counties since January, 1955, will become assistant district engineer at Salem, replacing Ellington. The Salem district is comprised of Bedford, Botetourt, Carroll, Craig, Floyd, Franklin, Giles, Henry, Montgomery, Patrick, Pulaski and Roanoke.

H. D. Shaver, assistant resident engineer on construction in the Staunton highway residency of Augusta and Highland counties, will be made resident engineer at Ashland.

Wray is a native of Richmond and has been with the Department since 1946. Shaver, who was born in Smyth County, has been with the road department for 25 years.

* * *

Beverly R. Tucker, Jr., President of the Buckingham-Virginia Slate Corporation, of Richmond, has recently been elected a director of the Exhibitors Council of the Church Architectural Guild of America. The corporation was awarded honorable mention honors for the best product display of building products and crafts adaptable to ecclesiastical architecture at the first annual meeting of the Council held in Pittsburgh.

The Buckingham-Virginia Slate Corp., with sales offices in Richmond, and quarries at Arvon, produces Buckingham Slate roofing shingles,

flooring slate, and exterior spandrels and facings.

* * *

Old Dominion National Bank of Fairfax County has opened a branch office in temporary quarters in Springfield and was also to establish a branch this month in the Graham Rd. Shopping Center on Arlington Boulevard. The new Springfield office is to be completed next August. Frederick V. Hipert, formerly assistant cashier at the main office at Annandale has been designated manager.

Other openings in the area include that of the Potomac Bank & Trust Company in Fairfax, and of the McLean Office of Northern Virginia Savings & Loan Assn., scheduled to open this month, according to vice president Martin L. Schneider. Mrs. Dorothy Haider will manage the office. The building will be located at the junction of Chain Bridge Road and the new Route 123 in Salona.

* * *

"Virginia's wholesale and retail tobacco distributors, in the seven-month period following the adoption of the cigaret tax here lost 14.5 per cent of their cigaret sales," F. M. Perkinson, Executive Director of the Tobacco Tax Council, stated recently.

This amounts to a dollar loss in cigaret trade volume for the period, amounting to \$9,166,000 at wholesale to \$9,980,000 at retail. Projected for the year, this would amount to \$32,820,000 combined loss in wholesale and retail.

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SAFE ROADS

(Continued from page 9)

shoulders and control of access are the safer roads.

The Department was fortunate in 1946 to have had engineers in the Traffic and Planning Division not only trained in traffic engineering but who had considerable experience in the actual preparation of road plans and on survey parties.

With such a background these engineers soon convinced the veterans in the design sections of their value in helping turn out the safest completed project possible. Now, when the designers have a complicated problem they discuss it with the traffic and planning engineers in the preliminary stages and before the plans are ready for field inspection.

The traffic and planning field inspection report is made prior to the formal field inspection, which is conducted by the district engineer and the representative of the Bureau of Public Roads.

After review by the district traffic engineer, the final report is made directly to the location and design engineer, who then considers the recommendations along with those of other division heads.

Upon receipt of the field inspection plans by the traffic and planning engineer, a thorough study is made with special attention being given to many items.

First there is route classification. Every section of primary road in Virginia has previously been studied by the Traffic and Planning Division and, based on the anticipated 1975 volume and type of traffic, has been placed in one of four classification groups. In order to properly design a primary road it is essential that the correct general classification be made and that these standards be followed in the plan design.

A reappraisal is made of the route classification each year and where

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Mr. H. H. Harris,
and the
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traffic trends have changed sufficiently, the affected portions are reclassified.

From traffic information on hand it is necessary to determine the design, hourly volume, per cent of commercial vehicles during the peak hour, and the directional distribution of traffic at given locations. With this data, it is then possible to determine the present and future adequacy of the proposed facility insofar as capacity is concerned.

At every intersecting road on the proposed project the intersection capacity is computed, the accident experience is studied and directional traffic counts, which have been previously obtained at major intersections, are reviewed.

On non-limited access divided highways with intersections at grade, these recommendations often include the addition of separate turning lanes.

Frequently, completely different types of interchanges are recommended by the traffic engineers, who, by virtue of their traffic training and experience are especially qualified to analyze traffic data and offer a design which will more adequately serve traffic needs.

In a number of instances these changes have resulted in considerable

monetary savings. Of primary consideration, however, is the safe and orderly flow of traffic.

On divided highways not having limited access features, a thorough study is made of the conditions at each intersecting road to determine the advisability of providing a crossover in the median.

Virginia has a policy to the effect that the grade on a crossover shall not exceed ten per cent.

It is also the responsibility of the traffic engineers to determine the need for and the spacing and location of intermediate crossovers between intersections. The need for such crossovers is based on the amount and type of marginal development in the area; the median width and the anticipated traffic movements to and from the development.

Again it is necessary to determine the per cent of grade on the crossover and the sight distance available. On most highways, it has been the policy to require a minimum distance between crossovers of 500 feet, with these facilities adjusted to road intersections, fire

stations, schools, churches or other public buildings.

A careful study is made of all proposed entrances, to be sure that adequate sight distance is provided

The physical layout of each business establishment is thoroughly studied and entrance designs are recommended which are in accordance with the Department's entrance standards. Special attention is given to such heavy traffic generators as shopping centers, truck terminals, and night theaters.

The need for sidewalk and lighting is determined by traffic engineers after a careful study of the existing and anticipated development in the vicinity of the proposed structure. Of major importance in making recommendations are the locations of schools, churches and stores in relation to the residential development.

The Department's policy on the new interstate system is to provide lighting on all structures on which sidewalks are necessary, on all interchanges at the junction of two interstate routes, on all interchanges in urban areas and on all sections of the interstate system having six or more lanes.

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The placement of guard rail and delineator posts follows study of the cross-sections of the tentative locations. It is necessary to give consideration to the depth of fill, the location and extent of adjacent bodies of water and marshland and the curvature of the road.

After all field inspections have been completed, the plans are revised and approved by the chief engineer, then returned to the traffic and planning division where detailed signalization and sign layout plans are prepared for inclusion as a part of the project.

To what extent the design features of a new highway contribute to the safety of motorists was probably not fully realized by many until sections of the new interstate system began to come into use in Virginia.

The 11-mile section of the Shirley Highway in Fairfax County, which is a fully controlled access facility and a segment of Interstate Route 95, experiences only one-fourth to one-third the accident and injury rate and one-fourth the death rate of a comparable section of Route 1, which is undivided and with no control of access.

Engineers now feel the Shirley Highway would show an even better accident experience if acceleration and deceleration lanes to and from the ramps to the interchanges had been provided. These features are now embraced on all new interstate routes in Virginia.

Another good example of built-in safety through superior design features is the 35-mile Richmond-Petersburg Turnpike. This fully controlled access road meets the design standards of the new interstate system in most respects, and must be considered one of the safest roads in the nation.

In 1959-60 it experienced an accident rate of 65, an injury rate of 31 and a death rate of .7 per 100 million miles of travel.

By comparison with the conventional routes of the state's primary system, the accident and injury rates of the turnpike are about one-fifth and the death rate is approximately one-tenth.

There is an interesting comparison in applying the accident frequency rates of the Turnpike to what Department engineers refer to as the old interstate system in Virginia. This is a group of the heaviest traveled conventional routes that are located in the general areas as the new interstate system. These roads have little or no control of access. They are comprised of two-lane, three-lane, and four-lane divided and undivided roads that have all grades and shades of different design features and roadside development.

In 1959 on the old interstate system

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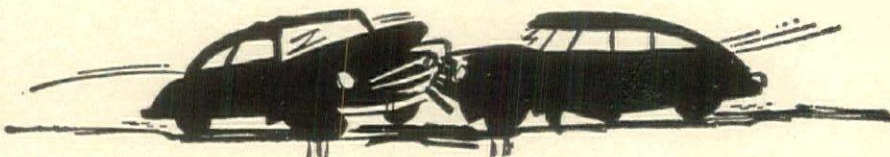
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there were 5,581 accidents in which 147 persons were killed and 2,769 persons injured. If by some magic stroke these 820 miles could be transformed into new interstate facilities and they could experience the same accident frequency rates as the Richmond-Petersburg Turnpike did in 1959-60 the following would have occurred:

	<i>Old Interstate Routes</i>	<i>By R-P Turnpike Rates</i>
Accidents	5,581	1,385
Persons Injured	2,769	660
Persons Killed	147	15

Last year the Department appropriated approximately 133 million dollars for new construction but the greatest limitation the Department has in providing safer roads through new construction is the lack of funds.

Although it is participating in the largest road building program in history, the Department recognizes from a safety point of view that the major problem lies with the conventional roads.

The new interstate system will play a vital part in the safety problem but its 1,053 miles will represent only about two per cent of the total rural roads in Virginia and is expected to carry about 20 to 25 per cent of the total traffic.

About 98 per cent of the state's mileage, carrying about 75 per cent of the traffic, will be the conventional type of road.

Maintenance on some 50 thousand miles of Virginia roadway accounts for

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about 33 million dollars in expenditures each year. For those engineers closely associated with safety, it is felt that maintenance operations probably incorporate the Department's greatest effort in this direction.

Maintenance means more than just patching holes and keeping water draining from the highway surface. There is a continuous maintenance program throughout the system that operates every work day in the year.

This program includes resurfacing, patching holes and pavement edges, applying skid resistant materials, building up superelevation on curves, snow removal, keeping shoulders in satisfactory condition, improving sight distance by cutting vegetation and keeping traffic control devices in satisfactory condition.

Department engineers place much importance in this phase of safety work. Maintenance is such a vital part of the program that the best available materials and equipment are used for protecting the public.

Every effort is made to have the roads adequately equipped with the traffic control devices and to see that they are operating effectively at all hours under all conditions and types of weather.

The Department's central office maintains communications through telephone and radio with the eight construction districts, including 44 residencies covering the primary and secondary routes in 198 counties under its jurisdiction.

In addition, certain field and central office personnel have regularly assigned equipment with two-way radios that

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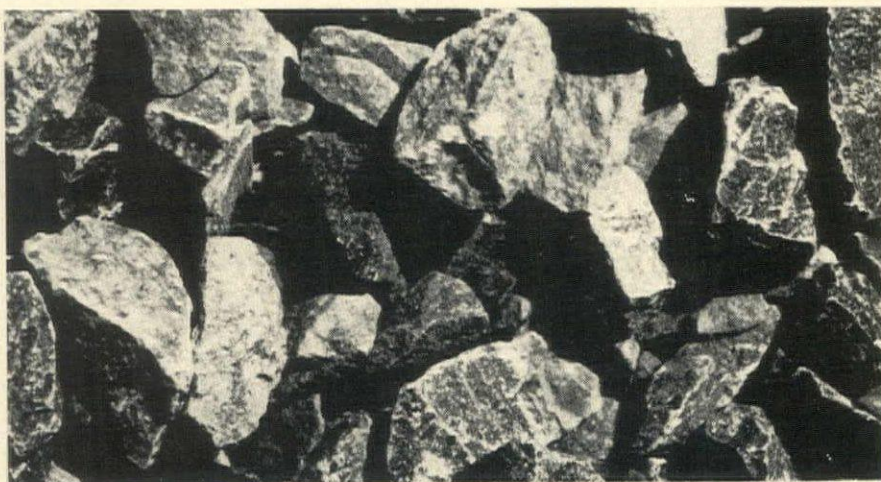
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allows them to observe and convey road condition information and to marshal the Department's forces to cope with emergencies such as floods, snow storms and hurricanes.

Weather and fatal accident reports are received continuously throughout the day by teletype in the central office.

The information gathered through the communication system is passed on to those who make inquiries and to the press, radio and television media.

The accident Study Section in the Traffic and Planning Division has 11 employees whose duty and direct responsibility is to keep up with the traffic accidents and ferret out the hazardous locations that occur on both the primary and secondary systems.

In each of the eight districts there is a well-trained district traffic engineer who, along with his other duties, studies hazardous locations.

Accident data is funneled to the Department by way of the Division of Motor Vehicles and State Police Headquarters, where the information is coded for educational and enforcement purposes of both the police and for engineering use of the road agency.

When accidents build up to five at one location within one year, the state police forward the detail to the Department. Other information taken from accident reports for engineering purposes is turned over to the Highway Department for various studies.

Data sent to the field gives the district traffic engineer and other engineers a good picture of where the accidents occur and enough advance notice in many instances to take remedial steps that might otherwise have been overlooked for months.

After preliminary analysis of information concerning accident prone sites, the district traffic engineer, the resident engineer and enforcement officers meet at the location, review the data and decide on remedial measures, if any, that might be made.

The recommendations of the investigating team are made to the district engineer for his study. Frequently recommendations are passed on to the administrative officials in the central office for approval or authorization of the necessary funds.

All fatal accidents occurring on the routes under the Department's juris-

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diction are investigated, and a report is submitted to the central office denoting whether or not any elements of the road may have caused or contributed to the accident.

The Department, particularly those concerned with the safety problem, definitely feels there is tangible evidence of progress, though it realizes that the problem is so large and complex that it involves many phases of motorist education, enforcement and highway engineering.

There is basis for optimism in the Department's accident study section when it is noted that, in the nine years since its inception, the rural primary routes have had an increase of 30 per cent in traffic volume but only an increase of 14 per cent in the number of accidents.

The accident rates have been reduced 12 per cent, the injury rates 30 per cent and the death rates 46 per cent. Last year the rural primary roads experienced 5.8 deaths per 100 million miles of travel, the lowest death rate in the state's history.

The Highway Department over the past 14 years has received nine awards from the National Safety Council and the Institute of Traffic Engineers for traffic engineering achievements. The Department feels its efforts may have contributed in some measure to the state's receiving the highest traffic award from the National Safety Council in 1956 and 1959. Virginia is the only state to be honored with this high award.

The Department points with pride to its achievements in promoting the cause of highway safety, but at the same time it is seeking to improve its methods and techniques in this field.

This has become a devoted effort, for it is a matter of life and death.

As one engineer recently phrased it: "The Department will never cease in its efforts to design safer roads, because we have a sincere and genuine desire to protect and preserve the most precious cargo that uses our handiwork—human lives."



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The Citizen (from page 15)

features built into a highway to make driving easier and more comfortable invite speed. Highway construction, further, is an expensive proposition and the out-moded roads of the past cannot be replaced overnight.

Most experts in the field look towards education as the key. Yet education is a long range function and there is resistance to it. Generally, those who will attend a safety meeting or take an interest in the various messages placed before them by all media are already interested, or they would pay no attention to them.

Those who give evidence that they are physically or mentally incapable of driving properly should be barred from the roads. This might seem unfair to one who cannot help his condition, but the public good should be considered.

Those who give evidence that they do not want to drive properly should be eliminated ruthlessly. From all the public sympathy that rises to cover this type of driver, there appears to be no thought that he can end or drastically affect the life of any of the sympathizers at any minute.

To parody Oscar Wilde, "When improper driving is looked upon as vulgar, it will cease to be popular."

Book Notes

(Continued from page 26)

Fancy Than Fact" section which explains many of the traditional "truths" about lawns that aren't so true. (Macmillan, \$5.95)

Two new handbooks from the Brooklyn Botanic Garden merit attention, especially the one on **Biological Control of Plant Pests**. It is a fascinating story of how insects can and have been introduced to control others and the astounding results, especially in view of the time we spend applying man-made controls. The life histories of some of our most undesirable insects, such as the wasp, become interesting, especially in view of their consumption of others in the insect world. The effectiveness of various methods of biological control is discussed, along with suggestions for combination with chemical controls when needed. Rock garden enthusiasts have available to them a revision of a 1952 Handbook which contains 100 pages of very interesting and pertinent material on designing, selecting, planting and caring for a rock garden, done in the usual excellent form of all these handbooks, with Victor Ries as guest editor. (\$1 by mail from the Garden.)

N. E. P.

"The Centennial Guilt"

(Continued from page 5)

For Miss Robb as a columnist, I have an admiration deepened by a personal sympathy, in that she is a fellow-sufferer of upper-respiratory infections who found sanctuary in my own retreat of Tucson, Arizona. However, in writing of the Centennial, Miss Robb—on the healing sands of the high desert—wrote in reaction to the bad general impression and not in knowledge of the serious purposes being thwarted by those who have created this impression.

Readers incited by her understandable outrage reached the conclusions that the South (*not the nation*) was reopening old wounds to no point at a time when the South, with the rest of the nation, should be turning its attention to world problems. Some letter writers even implied that the South's firing of blank cartridges at (say) The Battle of Little Big Tooth was the cause of Russia placing the first man in space. There was no implication at all in certain forthright statements made to the effect that the nation would be far more conversant with the doings in Congo, Cuba, Laos and the moon except for the South's choosing this unpropitious time to celebrate dead events while the bands played on. In fine, the absurdities of celebrating a centennial was the climax of the South's failure to, as they say, "get with the world."

First, it should be pointed out that the "Centennial guilt" can not fairly be charged against the South. The Centennial is a national observation. The national commission (headed by Major-General U. S. Grant, III, U. S. Army Retired) was in action before any state commission was formed. Even if the South decided to call it all off tomorrow, the Centennial would continue on a national level.

Second, the amount of interest, energy and money spent on the Centennial would be infinitesimal in comparison with the quantities spent in supporting baseball teams, or in importing athletes to compete in college football, or in hiring comedians to entertain on television, or in various other escapist enterprises which do not contribute whatsoever to the participation in the Congo, Cuba, Laos or the moon. In Richmond alone, which can not afford to air condition its library, businessmen were easily found to underwrite the importation of gladiators to compete

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in various commercialized sports, but no critic of the expenditures on the Centennial can point to any similar drives to underwrite the city's participation in the observances of the past.

By and large, it would appear that the denouncers of the idea of the Centennial have not looked very deep in singling out the observances as some unique diversion of American energies from the main stream. The Centennial is easier to single out for reproof because the Civil War is more closely associated with the South than with the other parts of the nation, and the South has been for some time the handy symbol for that backwardness to which can be attributed any national failure which needs a scapegoat. Since the nation's failure in foreign relations is very noticeable at this period, it sounds enlightened to attribute the blundering in Congo to the South's foolishness in turning back to a time of national division.

This superficial judgment assumes that the sectional division was long since resolved, the wounds all healed, and it is the South which, by a regional compulsion to dig up the past, is now creating hard feelings just when love and understanding between the sections flowers over a united land. Again it must be pointed out that the Centennial

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is a national affair, and national spokesmen have emphasized the need of reevaluating the past in order that a resolution may at last be reached between the sections. It is the North's leading Civil War historian, Bruce Catton, who stated that the wounds have never properly healed and said that the nation (the *nation*) should be sufficiently adult to look clearly at the causes which contribute to our lack of sectional harmony.

If the wounds were indeed healed, and harmony reigned from sea to shining sea, no one would be afraid to look backward. The very reluctance to face a reexamination reveals the awareness of old differences still unresolved. And the impulse to draw a curtain over that period indicates an ostrich-like illusion that, if we don't look, it will all go away. It will not go away, Centennial or no Centennial. On the contrary, the Centennial has illuminated the fearful need for the nation to look at its past together, as one people, and discover what we can learn from that trial by arms to light the troubled way ahead. It will be by an understanding existing between the sections, by a unity in fact—in which no region is made the whipping post for the nation's bad conscience — that America might achieve a resolution in its own house

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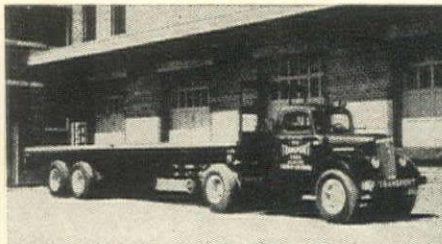
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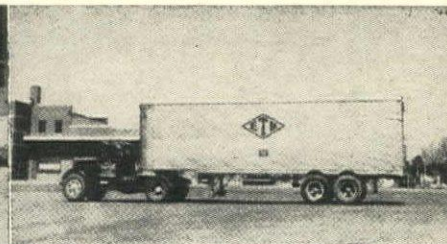
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that might help it to resolve events in the Congo, Laos and on the moon.

At this stage, what seems even more absurd than the worst lunacies attached to the Centennial is the presumption of a self-indulgent nation in trying to resolve all the ills of all the peoples on the earth when a running sore of 100 years is even today breaking out in fresh spots. The Centennial, as it appears thus far, may seem to have little purposeful relation to our anxious times, but the underlying purpose is sound and potentially ennobling.

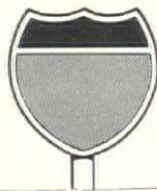
In many of the letters of protest that have appeared, one can observe the tendency to place the "Centennial guilt" on the South. One of the needs in reappraising the war-period is the discovery of the distortions made by the victor in placing the "war guilt" on the South. The falsehoods have been repeated so endlessly that the average citizen now accepts them as facts. Indeed, those who wish to encourage a reexamination are accused of reopening closed issues. Yet, here we can see, happening before our very eyes, the "Centennial guilt" being placed on the South, despite the fact that General U. S. Grant heads a national commission in Washington. Since there is going to be a Centennial anyway, the point of wisdom would seem to be for Virginia to try to make its part clear. Otherwise—or perhaps anyway—in another 100 years, a centennial of the Centennial will be celebrated as *something the South started for the purpose of defeating Civil Rights*.

History does repeat itself, and right now the re-run of 1861 can be extremely salutary for anyone willing to look beneath the surface. The split was here a long time, one century, before the fireworks, and, despite the superficial impression the Centennial has given, many agencies are now available to help the individual find the pattern of the past that will lead to an understanding of the present. All throughout the state small groups, unpublicized, are doing what they can to make the authentic story available to any persons interested in using the period of the Centennial as a time for a study of their roots—those roots from which the present branches grew.

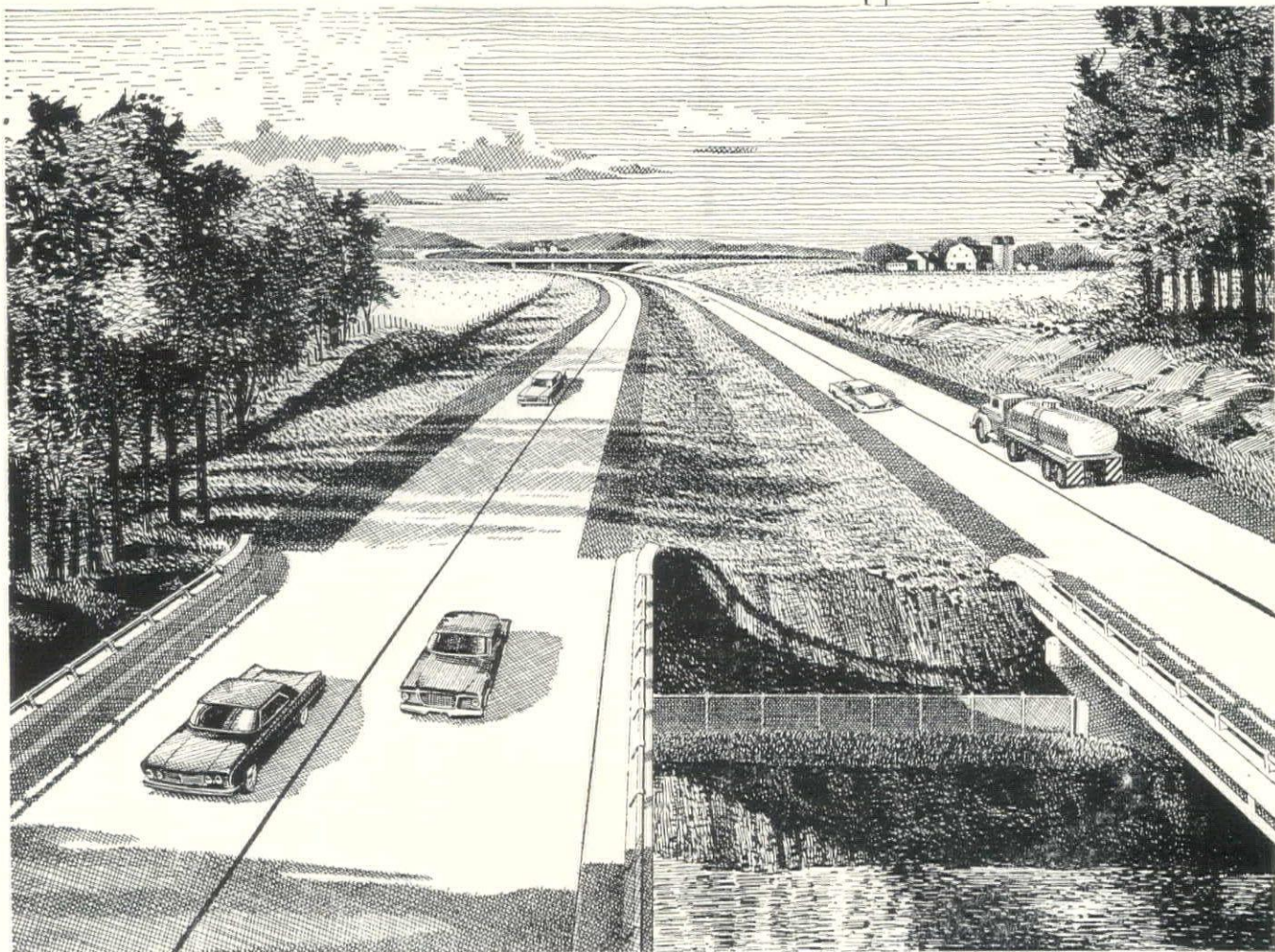
These sources of enlightenment constitute the true purpose of the Centennial. The parades will pass; knowledge is permanent.

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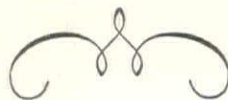
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