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With Apologies to the Author of the Gettysburg Address

NINETY-NINE AND ONE YEARS AGO a new doctrine was brought forth upon the earth. This doctrine proclaimed that Southerners must cease to struggle for their independence on the penalty of losing property rights in their slaves. Though this doctrine did not so set forth in words, in practice it also denied Southerners their property rights in horses, cattle, hogs, chickens, flour, grain, wheat, jewelry, silver, bacon and bread and/or any other object which seized the fancy of the invaders; it sanctioned the burning and looting of private and public buildings, and even the destruction of whole cities. This doctrine was conceived of the Radical Republican Party, executed by the Radical Republican Party, for the Radical Republican Party, that the Lincoln Administration should not perish in Washington.

The world will little note nor long remember that this doctrine of the rights of force was the introduction among civilized people of total war—the 1862 equivalent of the nuclear bomb. One hundred years ago, the governor of Virginia, John Letcher, said, “Then, if there is blood to be shed, let it be shed here.”

From the living many thousands were gone when “the Lincum soljuhs come.” They “seen the smoke way up the river where the Lincum gunboats lay,” and the darkies said, “It must be now the year of jubilee.” When the sword and the torch were carried over the land, into the homes of the widow and the mother with the newborn babe, into the fields making more widows and mothers without sons, the voice of the conquerors swelled with righteousness.

The invaders’ president declared, “It may seem strange that any men should dare to ask a just God’s assistance in wringing their bread from the sweat of other men’s faces; but let us judge not, that we be not judged.” There was really no fear of an adverse judgment in laying desolate a people’s land. As the Proclamation became a crusade, the wagers of the world’s first total war identified themselves with the God of Vengeance. “Yet, if God wills it (the war) continue until all the wealth piled up by the bondsman’s two hundred and fifty years of unrequited toil shall be sunk, and until every drop of blood drawn with the lash shall be paid by another drawn with the sword, as was said three thousand years ago, so still it must be said, ‘The judgments of the Lord are true and righteous altogether.’”

So the Lord in His guise as Abraham Lincoln condoned the evacuation of women, children and the aged from Fredericksburg, Virginia, on a sleeting night in December, the evacuation of Atlanta, Georgia, before the city was put to the torch, the burning of Columbia, South Carolina, the burning of colleges, courthouses, and homes until the skies turned red. For the God of Father Abraham was not a new Messiah bringing peace and love, but a righteous tribal god with a sword, and the more that were killed the more he sang of the justice of his cause.

And it came to pass that the more Father Abraham and his bloody-handed warriors sang of the justice of what had now become their wrath at the people who wanted to be free of them, the more it became forgotten that the Proclamation was a measure introduced eighteen months after the war began and only (by words of Father Abraham) because his...
HOWARD H. HARRIS
Chairman
Howard H. Harris was appointed state highway commissioner by Governor Almond on March 25, 1960, and is the seventh to hold this position since the Department's organization in 1906. Mr. Harris joined the Department in 1925 and has served in such key positions as assistant chief engineer and administrative assistant. He is chairman of the Elizabeth River Tunnel Commission and a member of the Governor's Highway Safety Committee. A native of South Boston, where he was born on August 1, 1903, he is married and has a daughter.

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.

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 War- saw and they have two children, Mrs. Taylor Robinson Smith of Charlottes-

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. Trague.

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.

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**JUDGE ROBERT S. WEAVER, JR.**

Victoria

Robert Samuel Weaver, Jr., of Victoria, was appointed to the Highway Commission on May 16 to fill the unexpired term of the late Emory P. Barrow. Mr. Weaver's term will end June 30, 1963.

Mr. Weaver is county judge of Lunenburg County, a director of Southside Community Hospital in Farmville, vice-chairman of the Lunenburg County planning board, and a member of the executive committee of the Southside Industrial Council. He is a director and counsel for people's National Bank in Virginia and is local counsel for the trust department of State Planters Bank of Commerce and Trusts; he is also counsel for the town of Virginia in civil matters.

Born in Norfolk in 1900, Mr. Weaver has lived in Virginia since 1908. He holds degrees from the University of Virginia and the Yale School of Law; he also studied at Washington and Lee University, where he taught economics. He is married, has three children and seven grandchildren.

**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.

**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, 1938. 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.

**RICHARD S. HOLLAND**

Suffolk

Richard S. Holland, member of the Highway Commission from the Suffolk District, received his appointment from Governor Harrison on February 6. He succeeded S. W. Rawls, of Franklin, whose term had expired. Mr. Holland was formerly vice-chairman of the Chesapeake Bay Bridge and Tunnel Commission, and is prominent in many civic and fraternal organizations. A native of Holland, Virginia, he is married and lives at Virginia Beach.
At a ceremony in northern Virginia several months ago one of the speakers was introduced as "the man who heads the state's biggest business—the business of building highways."

The introduction was for Virginia Highway Commissioner H. H. Harris, who, after a long career as a field engineer and in various administrative posts, early in 1960 stepped into one of the most demanding jobs in state government.

Road-building has indeed become a vast enterprise. Since Harris launched his career with the Department as a member of a survey party near Burkeville in 1923, the agency had boosted its annual fund outlay from $9,848,618 to a hefty $198,000,000.

The speaking engagement in northern Virginia last winter was one that brought some satisfaction to the mild-mannered highway administrator.

After the round of speeches there was a ribbon cutting and, when the ceremony was over, seven miles of dual-lane highway, the first completed segment of interstate road in northern Virginia, was opened to traffic. Virginia was just beginning to realize some of the benefits from its vast undertaking to construct a 1,053-mile network of new superhighways.

The seven miles of new highway in Fairfax County also helped put the state-maintained highway system well beyond the 50,000 mile mark for the first time.
Thirty-eight years ago Virginia’s highway system included only 4,000 miles of roads. Today the primary, secondary, urban and interstate mileage under state control is enough to circle the earth twice. It is the third largest state-maintained system in the nation.

Virginia has invested more than one billion dollars in its highway system, but it has not been enough to meet the relentless surge of the automobile.

The struggle to keep up with needs began with the 20th century.

In the late 1800’s, following the Civil War, roads reverted from control by private companies to the jurisdiction of the counties. But with the turn of the century sentiment was growing for state supervision of roads and state aid to the counties.

By 1902 the “good roads” movement was in full swing. Responding to the rising wave of public opinion, the General Assembly in 1906 passed three bills that began a new era of highway development in the state.

One of these bills created a four-man State Highway Commission; another established a convict road force which, under the direction of the Highway Commissioner, was made available to the counties for new construction and for the improvement of existing roads; the third bill allowed a more liberal policy in the issuance of bonds by counties wishing to construct new roads.

Virginia’s first Highway Commissioner, P. St. Julien Wilson, and his assistant, George P. Coleman, took office on July 1, 1906. Although the Commissioner was primarily an advisory officer to the counties, he did have the authority to approve the distribution of certain state-aid funds provided for the counties in 1906 and to direct the disposition of convict labor forces.

One flaw quickly became apparent in the system of financing. Many counties, in an effort to get the benefits of better roads, voted bond issues for new construction without making adequate provision for maintenance. Roads frequently went to pieces before they were paid for, and county taxpayers were left with the burden of debt and little to show for it.

To correct this situation, the General Assembly in 1916 again increased the fee on automobiles and also required that counties and magisterial districts set aside sufficient annual maintenance allotments equal to at least three per cent of the bonds issued.

The first ten years of the life of the Highway Commission were years of comparatively rapid growth. In 1916, George P. Coleman, who succeeded Mr. Wilson in 1913 when the latter became associated with the Bureau of Public Roads, reported that about 4,500 miles of road had been constructed since 1906 under the Commissioner’s supervision.

In 1916, Congress took a major step to aid highway development by establishing the federal-aid program. That same year, Virginia received the first allotment of federal-aid. Three years later the state’s first federal-aid project—a road between Hansonville...
and the Washington - Russell County line in southwest Virginia — was completed.

A milestone in the development of the Old Dominion's highway system occurred in 1918 when the General Assembly created the state road system and thus made possible the development of a highway network less subject to the uncertainties of local financing. Initially, the highway system embraced 28 routes totaling 4,002 miles of roads linking the most important communities in the state. By 1930, the system included 7,000 miles.

After 1932, the state system of highways became known as the primary system. It embraces rural parts of the federal interstate system, the federal-aid primary system, and some roads within the grounds of state institutions and state parks.

Following World War I, the State Highway Commission was reorganized and its membership increased to five. At the same time (Continued on page 14)

**Department Wins Fourth Award of Honor**

For the fourth time since 1954, the State Highway Department has won the National Safety Council's highest award for employee safety, the Award of Honor. It is the only highway department in the nation to receive the honor this year, though the Connecticut, Tennessee, and Washington highway departments each received the next highest honor, the Award of Merit.

The award, a bronze plaque, was presented to the Department at the opening session of the 28th Annual Safety Conference of the Virginia Safety Association in Roanoke.

During 1961, the Department had an injury frequency of 4.24, compared to a rating of 4.45 for the three previous years. The average state highway department frequency for 1961 was 11.60, which means that the Department's safety record was 65 per cent better than the highway average. The far frequency for all industries was 8.03, making the Department's record 47 per cent better than the average.

The Department recorded 21,911,138 man hours, with only 93 lost-time personal injuries.

Melvin Lyell, safety engineer for the highway agency, accepted the award.
EDWARD D. HUBBARD
Edward D. Hubbard is district engineer for the Richmond District, which comprises Brunswick, Mecklenburg, Amelia, Norfolk, Lunenburg, Dinwiddie, Prince George, Chesterfield, Powhatan, Charles City, Henrico, New Kent, Goochland, and Hanover Counties. He was born on June 11, 1903, in New Kent County and joined the Highway Department in 1923. He is married and has a daughter.

CHARLES P. JOHNSTON
Charles P. Johnston, district engineer for the Suffolk District, is responsible for road activity in Greensville, Southampton, Surry, Sussex, James City, York, Isle of Wight, Nansemond, Norfolk, Princess Anne, Accomack, and Northampton Counties. He was born on September 28, 1901, at Natural Bridge and was employed by the Department in 1926. Married, he has a son and a daughter.

CLARENCE F. KELLAM
Clarence F. Kellam is district engineer for the Salem District, which comprises Carroll, Floyd, Montgomery, Giles, Pulaski, Henry, Patrick, Franklin, Craig, Roanoke, Botetourt, and Bedford Counties. He was born in Richmond on May 17, 1907, and joined the Department in 1926. He is married and has two sons.

CHARLES W. KESTNER
Charles W. Kestner, district engineer for the Culpeper District, is responsible for road activity in Fluvanna, Louisa, Albemarle, Greene, Culpeper, Orange, Madison, Fauquier, Rappahannock, Fairfax, Arlington, Prince William, and Loudoun Counties. Mr. Kestner was born on December 1, 1896, in Washington County, and started work with the Department in 1923. He is married and has two sons.

HOWARD M. MORECOCK, JR.
Howard M. Morecock, Jr., is district engineer for the Bristol District, which comprises Wise, Dickenson, Washington, Smyth, Russell, Buchanan, Tazewell, Bland, Wythe, Grayson, Lee, and Scott Counties. Born in Richmond on January 11, 1909, Mr. Morecock started work with the Department in 1929. He is married and has a son.

JOHN H. PHILLIPS
John H. Phillips, district engineer for the Lynchburg District, is responsible for road activity in Pittsylvania, Halifax, Charlotte, Buckingham, Cumberland, Prince Edward, Appomattox, Campbell, Amherst, and Nelson Counties. He was born in Ivy, Virginia, on April 14, 1903, and has been with the Department since 1929. He is married and has two sons and two daughters.
JOSEPH V. CLARKE, construction engineer, is in charge of the construction program and the awarding of contracts. He was born on March 18, 1904, at City Point, Virginia, and came with the Department in 1925. He is married and has a son.

JOHN E. HARWOOD, location and design engineer, is in charge of the preparation of surveys, designs, and plans for highway construction. He was born on January 7, 1916, in Asheville, North Carolina, and joined the Department in 1935. A widower, he has two daughters.

JOHN N. CLARY, bridge engineer, supervises designs and plans for all bridges and highway structures. He was born in Richmond on November 21, 1905, and has been employed by the Department since 1925. He is married and has a son.

JOHN N. CLARY, bridge engineer, supervises designs and plans for all bridges and highway structures. He was born in Richmond on November 21, 1905, and has been employed by the Department since 1925. He is married and has a son.

J. EDGAR JOHNSON, urban engineer, is in charge of all urban planning and administers the payment of funds to cities for street maintenance. He was born in Hampton, Tennessee, on November 3, 1898, and was employed by the Department in 1929. Married, he has a son and a daughter.

KENNETH E. ELLISON, materials engineer, supervises the testing of soils, construction materials, and other matter to determine proper quality and design according to Department specifications. He is a native of Mandan, North Dakota, where he was born on March 16, 1910. He joined the Department in 1946. Married, he has two daughters.

DAVID B. LaPRADE, federal-aid coordinator, handles negotiations with the Bureau of Public Roads and makes all contacts with railroads regarding highway matters. He was born on April 10, 1905, in Moseley, Powhatan County, and joined the Department in 1927. He is married and has a son and a daughter.

ARTHUR B. EURE, fiscal director, controls all fiscal and accounting records. Born in Gates County, North Carolina, on July 23, 1902, he has been with the Department since 1923. He is married and has a daughter.

CHARLES B. LEECH, JR., equipment engineer, is in charge of procuring, furnishing, and maintaining road equipment. He was born at Natural Bridge on July 7, 1919, and has been employed by the Department since 1919. Married, he has a son and a daughter.
MELVIN G. LYELL, safety engineer, is responsible for the Department's employee safety program throughout the state. He was born on June 21, 1920, in Lyles, Tennessee, and came with the Department in 1940. He is married and has four sons.

T. ASHBY NEWBY, purchasing agent, oversees the purchase of all materials and equipment, as well as the storing of equipment parts and supplies. He was born in Amelia County on June 8, 1915, and joined the Department in 1955. He is married and has two sons and a daughter.

CHARLES L. MEONI, programming coordinator, supervises the preparation of the long-range construction program, advertising schedules, and allocations. He was born in Richmond on August 9, 1904, and came with the Department in 1924. He is married and has a daughter.

RAYMOND L. NICAR, landscape engineer, is responsible for the statewide landscape program. Born in Abingdon on March 1, 1906, he was employed by the Department in 1924. He is married and has two sons and a daughter.

JOHN P. MILLS, JR., traffic and planning engineer, has charge of all traffic studies, signing, and related activities. Born on January 29, 1911, in Binghamton, New York, he came with the Department in 1936. He is married and has two sons.

ELMO H. ORANGE, director of toll facilities, is in charge of the operation and maintenance of the toll revenue bond facilities in Hampton Roads and on the James, York, and Rappahannock Rivers. Mr. Orange, who was born in Charles City County on January 31, 1912, has been with the Department since 1929. He is married and has a daughter.

STANLEY V. MUNSEY, maintenance engineer, supervises the maintenance of all state roads. He was born in Pearisburg, Virginia, on December 27, 1897, and has been with the Department since 1920. He is married and has two daughters.

TILTON E. SHELBUNE is director of the Virginia Council of Investigation and Research, which is jointly sponsored by the Department and the University of Virginia for the improvement, through research, of highway construction and maintenance. Mr. Shelburne, who was born on November 19, 1902 in Zionsville, Indiana, joined the Department in 1944. He is married and has a son.

CHARLES NELSON, director of personnel, supervises the employment of personnel and administers the retirement system and employee insurance. He was born in Lynchburg on June 30, 1907, and was employed by the Department in 1929. He is married and has a son and a daughter.

W. FRANK SMITH, secondary roads engineer, has overall supervision of the planning for the state's 42,000-mile secondary system. Born on January 24, 1903, in Jarrettsville, Maryland, he was employed by the Department in 1923. He is married and has a daughter.
it was given the power of eminent domain—a vital step in aiding future highway development.

Another important move occurred four years later in 1923 when the decision was reached to put the highway system on a "pay-as-you-go" basis rather than finance road construction by bond issues. The General Assembly in that year adopted a tax of three cents per gallon on motor fuels and earmarked the revenue for highway construction and maintenance. In 1926, this tax was raised to four and one-half cents, and another one-half cent was added in 1928. The tax was raised by one cent in 1946 and in 1960.

The growth of Virginia's highway system continued at an uninterrupted pace until 1932, when another major development took place. In that year, the so-called "Byrd Road Law," giving the Highway Commission jurisdiction...
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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:

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

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over roads that formerly had been under county control, was passed. As a result of this act, the state received a vast network of approximately 36,000 miles of highways.

To maintain and improve this greatly expanded mileage, the Secondary Road Act provided that an amount equal to that received by the counties in 1931 from the one and one-half cent gasoline tax be turned over to the state and that this amount be supplemented by not less than $2,000,000 in highway funds.

This financing arrangement continued until 1942, when the legislature provided that the secondary system should receive not less than 30 per cent of the total funds available for both construction and maintenance on both the primary and secondary system. The act also required that not less than $5,000,000 a year should be spent for secondary system maintenance. However, expenditures for the secondary system have consistently exceeded the minimum fixed by law.

During World War II, the Highway Department found itself faced with unprecedented prob-
A Salute to the Virginia Department of Highways and Commissioner Harris

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Maintenance claims about 35 per cent of the annual appropriations for the state's roads. The problems which have had a lasting influence on the state's highway network. Virginia, like many other states, emerged from the war with a tremendous backlog of needs. Inflation added to the difficulties.

The war years also brought changes in the organization of the State Highway Commission. Its membership was increased from five to nine and its authority was broadened to provide more flexibility for long-range planning. In 1946, the Department produced a 20-year program visualizing a highway system adequate to meet the needs of traffic to 1965. As a result of the unexpected increase in traffic during the postwar years, however, Virginia's highways in 1953 were carrying the motor vehicles anticipated in 1965.

With passage of the Federal-Aid Highway Act of 1956, Virginia assumed its share of responsibility for the development of the national interstate and defense highway system. About 1,053 miles of the 41,000-mile network lie within the state. Though 90 per cent of the cost is being financed by the federal government, the remaining 10 per cent, plus certain expenditures for which the state cannot be reimbursed, must be borne by Virginia.

Today, the State Highway Department employs about 10,000 persons and is spending more than 200 million dollars a year in constructing, maintaining and operating the Commonwealth's highways.

(Continued on page 27)
Best Wishes to
Commissioner H. H. Harris
and the
Virginia Department of Highways

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Both the accident and injury rates of the interstate roads with full access control are half those of the primary roads, and the death rate is only a third of the primary rate.

The report, issued by the Department's traffic and planning division, shows further that the new roads built to full interstate standards are far safer than the so-called "old" interstate roads with little or no control of access. It points out, too, that the Shirley Highway (Route 350) is counted with the new interstate facilities in the comparison, though the road does not fully meet interstate standards.

There are now 105 miles of interstate roads in use and 220 more miles are under contract. Even when the 1,053-mile system is completed, however, it will represent only about two per cent of the state's road mileage, and it will carry only about 25 per cent of the traffic.

"Our major safety problem," the report emphasized, "has always been and will continue to be on the conventional roads."

We salute Commissioner H. H. Harris and the members of his Virginia Department of Highways team who are building today while planning for tomorrow!

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What's in a Name?

by VIRGINIA WALLER DAVIS

I t may be in name only ... but there has been a race-track in Virginia, and a race-horse, too, for many a long day. What's more, a sport declared "injurious to morals" is also memorialized among the names of Virginia's towns.

There was once a town just named for a hole ... and another named for a warehouse and there are all manner of names honoring stones (White, Black and Big Stone), and creeks (Rich and Stony Creek), and hills (Round and South Hill) and some especially appealing to fishermen, Troutdale and Troutville.

There can be found a Washington, a Franklin and a Madison ... a Dublin, an Edinburg and a Glasgow ... a London Bridge, a New London and a Windsor ... a Holland, Vienna and a Warsaw, and until 1880 Virginia even had a Jerusalem ... but it was then changed to "Courtland".

Virginia has a Broadway ... a Salem, a South Boston and even an Independence ... and an old town named Port Royal which, 'tis said, narrowly missed being selected by the Continental Congress as the seat of the national government, and was named for Thomas Roy's warehouse, important focal point for tobacco trade with Europe in colonial days.

Berryville, home of the Byrds, was originally called "Battletown", and Bluefield had the down-to-earth name of "Pinhook".

When the railroads pushed their noses across the State, "Greerer's Switch" was given to the area now called Chilhowie, and the flourishing town of Pulaski was named "Martin's Tank". The name "Royal Oak" was changed to Marion, honoring the "Swamp Fox" and Christiansburg was once "Han's Meadow". Bland, the county seat, was for many a long day known as "Crab Orchard" and Abingdon, art center of the southwest, was called "Wolf Hills".

The towns of Tazewell and Floyd were first named Jeffersonville and Jacksonville, respectively, and "Hobb's His Hole" was once the descriptive name of that Rappahannock River town now known as Tappahannock, but probably none are so unique and daring in their names as the "race-track town", New Market ... the race-horse town, Lawrenceville and the sporting center, Bowling Green.

New Market, "the race-track town", went down on the pages of history in everlasting glory with the charge of the Virginia Military Institute Cadet Corps on May 15, 1864, just 99 years after it was founded by John Sevier and named for the famous racing center of old England. Born in the area, he founded the town at the age of 20 and achieved the unique distinction of being the one and only Governor of the short-lived State of Franklin and the first Governor of the State of Tennessee.

The famous race-horse Lawrence, believed to have been born and bred in Brunswick County, and certainly its pride and joy, gave the name "Lawrenceville" to the county seat of which today can also boast of being the home town of Virginia's new governor, Albertis S. Harrison, Jr.

Tree-shaded Bowling Green gives none of the appearance of having once been the home race-course of the active organization of another day, the Virginia Jockey Club, where, according to historians, the Club regularly held races as early as 1790, and there were many important races there long before that. Of course it got its name from the game of Bowling so popular in England but called "nine-pins" which the Virginia House of Burgesses considered so "injurious to the morals of the settlers" that they pronounced it "illegal". The colonists just added a tenth "pin" and the game rolled merrily on.

One of the earliest official references to horse-racing in Virginia is a choice bit dated 1674 to be seen in the court records of York, where a "tailer" was fined for racing his horse for a wager, it being declared to be "a sport only for gentlemen". His fine, however, was but one hundred pounds of tobacco and the purse he won was two thousand pounds of the same.

Racing was not confined to one area of Virginia, according to J. F. D. Smyth, who toured Virginia in the mid 18th century, and reported that they were "established annually almost at every town and considerable place in Virginia; frequent matches on which large sums of money depend." These were held "twice yearly at Williamsburg," he reported, "with purses generally raised by subscription" ... and many other localities as well, especially Henrico and Hanover ... and as to horses, "not a horse in Europe nor perhaps in the whole world," wrote he, "that can excel them in rapid speed ..."

Records make frequent mention of the horses of James Balfour and John Willis of Brunswick, of John Tayloe of Mt. Airy and others, and a little over 200 years ago William Byrd III offered to run his horse "Tryall" against all comers, for a purse of $1800.

Maybe, after all, the prize in unique names goes to the town of Haysi in Dickenson County, where it is said there lived two men, named Hay and Si, on opposite banks of a stream, and jointly owned a ferry. To get the ferry one shouted "Hay ... Si!" Well ... somehow that is the name of the town, and if that is the way it got it, it is as good a way as any other.

What's in a name ... anyway?
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Highway Department is responsible for maintaining nearly all the rural public roads in the state, and all maintenance operations, with the exception of a small percentage of bituminous surface treatment, are done by state forces with state-owned equipment.

Allocations for primary highways and urban extensions are made to the eight highway construction districts on a three-factor basis: area, population and road mileage. Four factors determine the allocation of secondary funds—land area, population, secondary mileage within the county, and vehicle miles of travel.

In addition to these expenditures, grants are made to cities of more than 3,500 population for primary street extensions lying within their corporate limits.

Money also is provided for the maintenance and construction of secondary streets which meet certain standards of surface and right of way width, but which are not eligible for primary system extension grants.

A third source of funds for cities of 5,000 or more persons is urban federal-aid, which must be matched jointly by the municipalities and the state. The final source consists of state funds which, when matched by the municipality, may be used for construction and reconstruction.

Under provisions of the Revenue Bond Act by the legislature in 1940, the state acquired the James River Bridge System, the Hampton Roads ferries, and constructed a $9,000,000 bridge across the York River near Yorktown. Subsequent amendments to the Revenue Bond Act authorized construction of two additional toll facilities, a $61,000,000 bridge-tunnel across Hampton Roads between Old Point Comfort and Willoughby Spit to replace the ferry operation, and a $15,000,000 bridge over the lower Rappahannock River at Greys Point. The Rappahannock River Bridge, begun in 1954, was opened to traffic in August, 1957, and the Hampton Roads Bridge-Tunnel, also begun in 1954, was opened in November 1957.

The business of building and maintaining highways requires a highly-skilled, complex operation and in addition to the general construction and maintenance there must be research, planning, testing, traffic studies, roadside development, purchasing, complex accounting procedures, public relations and many related activities.

At the top of this far-flung organization and directly responsible to the citizens is the State Highway Commission, a nine man group appointed by the Governor. One of these men, the Highway Commissioner, is in direct charge of the operations of the Department. The others each represent...
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The Commissioner's first assistant is the Deputy Commissioner and Chief Engineer of the Department. He supervises the 12 engineering divisions and has two assistants in this task.

Other divisions, including right-of-way, accounting, personnel, purchasing, and the public information office, report directly to the Highway Commissioner.

Under direction of the 16 divisions that have headquarters at the central office in Richmond are eight district offices. Each is under the command of a district engineer, who maintains a staff and operation to handle the highway affairs of the 10 to 14 counties covered by each district.

Each district is further divided into highway residencies, composed of one to four counties. There are 44 such residency offices, each directed by a resident engineer.

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to tell the Virginia Story
JUNE 1962
PAGE TWENTY-NINE
Highway Week Celebrated in May

Governor Albertis S. Harrison, Jr. called upon Virginians to observe May 20-26 as Highway Week and for all citizens to "examine our progress in the development of an adequate highway system and to study our long range needs and the problems we face."

A statement from the Governor came simultaneously with an announcement of Highway Department plans to conduct an intensive program of county tours of construction and proposed projects last month.

The Governor's statement noted that President Kennedy had proclaimed National Highway Week for May 20-26 and added: "We can find many reasons for observing this same week as Virginia Highway Week."

Governor Harrison said the start of the Department of Highways' construction and maintenance program at this time of year offers a timely opportunity to reflect on the scope and the objectives of this vast undertaking—which now has a volume of nearly 190 million dollars."

"Every phase of the state economy is dependent on Virginia's 50,000 miles of primary and secondary highway. The benefits to be derived from a good highway system are being further emphasized by the construction of an additional 1,000 miles of four and six lane interstate highways," he said.
We extend greetings
to the
Virginia
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Mr. H. H. Harris,
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PAGE THIRTY-FOUR
VIRGINIA RECORD
Founded 1878
Virginia Branch, 
AGC, Elects Officers

The Virginia Branch, Associated General Contractors of America, Inc., at its annual meeting at The Homestead, Hot Springs, elected A. Carl Schenck President for 1962. Schenck, Vice President of Carpenter Construction Company, Inc., Norfolk, was elevated from the position of Vice President, which he had held for the past year.

George R. Martin, President of Martin Bros. Contractors, Inc. of Roanoke, was elected Vice President, and Fred L. Showalter, Jr., Secretary of F. L. Showalter, Inc. of Lynchburg, was elected Secretary-Treasurer.

New Directors elected for a three-year term were: Lincoln J. Broyhill, Lindon Construction Co., Inc., Arlington; Joseph G. Howe, Ivy Construction Corp., Char-
WISE CONTRACTING CO., INC.
COMPLETES NEW SMITHFIELD BANK

CARL M. LINDNER
& SON
Architects
and
Engineers

- In April, Merchants and Farmers Bank occupied its new facility in Smithfield. Its Early American design in authentic reproduction is an eye pleasing addition to the quiet dignity and charm of the quaint town of Smithfield. Built of Colonial brick with slate roof, this building brings memories of years gone by until one steps into its interior which also is appointed in Early American furnishings, but is modern in every respect in terms of twentieth century banking.

Subcontractors and Suppliers

WISE CONTRACTING CO., INC., Richmond: excavating, foundations, concrete, roof deck, structural wood, carpentry, painting

SMITH & GARRETT, Smithfield: masonry

LIPHART STEEL CO., INC., Richmond: structural steel and miscellaneous iron

N. W. MARTIN & BROS., INC., Richmond: roofing and sheet metal, waterproofing

ECONOMY CAST STONE CO., Richmond: stone work

WEAVER BROS., INC., Newport News: windows, glazing, paneling, millwork, handrails

MANSON & UTLEY, INC., Richmond: caulking and weatherstripping, resilient tile, toilet partitions

J. T. ELEY, JR., Portsmouth: insulation, lath and plaster

McL. T. O'FERRALL & CO., Richmond: acoustical

RICHMOND TILE & MOSAIC CO., Richmond: ceramic tile, terrazzo

R. L. THOMPSON, Smithfield: lighting fixtures, electrical work, plumbing fixtures, plumbing, air conditioning, heating and ventilating

HALL-HODGES CO., INC., Norfolk: reinforcing steel

AMERICAN FURNITURE & FIXTURE CO., INC., Richmond: bank fixtures

The owner furnished and installed the vault door, night depository and drive-in teller windows

PAGE THIRTY-SIX

JUNE 1962
Construction of the Gladeville Elementary School, located in Carroll County near Galax was started in 1961 and completed in May, 1962.

It is a 12 classroom school, complete with administrative suite, library, multipurpose room and kitchen. This school building was constructed by Richard E. Phillippi, Inc., Wytheville, at a contract cost of $265,941.93. The total floor area is 25,275 square feet. The unit cost per sq. ft. is $10.52.

The type of construction was a concrete floor slab on grade covered by asphalt tile. Brick and Mason panels on exterior of building, backed by cinder block with all partitions constructed of cinder block with brick wainscots in corridors. The roof structure is open web and long span steel joists, metal roof deck and tar and gravel roof.

Between each classroom are located toilet facilities for boys and girls.

The heating system consists of circulating hot water with wall hung conectors.

Fluorescent lights were used for the lighting system throughout.

The sewage disposal system consists of a septic tank with sand filters and rotary distributor.

The drives were paved with bituminous plant mix. The parking lots were paved of 6" crushed stone fill.

All items outlined above were in the general contract.

The classrooms were furnished with movable classroom equipment by J. H. Pence Company, Roanoke, consisting of teachers’ wardrobe, book storage, stu-
Hi.

...wardrobe, storage, and movable counters, at a contract cost of $7,466.00.

The kitchen equipment and serving counters were furnished by Bristol Supply & Equipment Company of Bristol at a contract cost of $11,080.00.

All grading of site was included in the general contract.

The total cost of the entire project was in the amount of $284,487.93, making a total unit cost of $11.26 per sq. ft.

The outstanding feature of design was the separation of the primary children from the upper elementary grades by locating the general service areas between the classroom areas so that the small children were completely separated from the older children and still making it possible for all children to have immediate access to the general service areas, such as administrative suite, library and multi-purpose room.
R. L. THOMPSON
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Mechanical Contractor for the New Merchants & Farmers Bank, Featured on Pages 36 and 37.

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Roofing Contractor for the New Gladeville School, Pages 38 and 39.

The Merchants & Farmers Bank

SMITHFIELD, VIRGINIA

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GEORGE F. WHITLEY, JR., Chairman of The Board
CECIL W. GWALTNEY, Vice President
JACK F. WATKINS, Cashier
HOWARD O. HAVERTY, Assistant Cashier
LAURA L. JONES, Assistant Cashier

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WISE CONTRACTING CO., INC.: General Contractor

WILLIAM A. BRIGGS, AIA
Architect

HENRY P. SADLER
Structural Consultant

OWNERS: Discount Centers, Inc., of Cleveland, Ohio—Frank Zitman, President

REAL ESTATE MANAGEMENT: Snead-Payne Company, Inc., Lynchburg, Virginia

Discount Centers, Inc., of Cleveland, Ohio, will open its first Virginia center, Langhorne Plaza, on August 1. Situated on 10.8 acres of hillside across from Lynchburg’s General Hospital, Langhorne Plaza will offer two-level shopping with parking areas completely surrounding the center. Customers will be able to drive from one level to the other as well as use a pedestrian ramp between the two principal structures.

The structures are of steel frame, masonry walls, gypsum roof deck and completely air conditioned. Heat pumps have been incorporated into the design of the larger structure. One building houses 66,500 square feet which includes a 50,000 square-foot department store and 16,500 square feet of specialty shops. The second structure houses a 15,400 square-foot A&P Supermarket and 3,900 square feet of specialty shops.

The center is designed to tie into the surrounding areas including the Hospital and Lynchburg’s new art center. Early American brick is used throughout.

The Owner, Architect, Engineer, Builder, and Hospital Authority have worked together to bring about a compact center that complements the surroundings in a rapidly expanding area of Lynchburg.

ANDERSON & SHORTER, INC., Lynchburg: excavating

C. E. YOUNG, Salem: masonry

HOUCK & GREENE DIVISION OF TREDEGAR CO., Richmond: steel, handrails

J. B. EURELL CO., Richmond: gypsum roof deck

PITTSBURGH PLATE GLASS CO., Richmond: glazing

T. B. DORNIN-ADAMS CO., INC., Lynchburg: waterproofing

J. S. ARCHER CO., Richmond: steel doors and bucks

NORTHSIDE ELECTRIC CO., Richmond: lighting fixtures, electrical work

HUNGERFORD, INC., Richmond: plumbing fixtures, plumbing, air conditioning, heating and ventilating

MONTAGUE-BETTS CO., INC., Lynchburg, reinforcing steel

WISE CONTRACTING CO., INC., Richmond: foundations, concrete, carpentry, plastic wall finish

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JUNE 1962
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TUCKER HONORED
BEVERLY R. TUCKER, president of the Buckingham-Virginia Slate Corporation of Richmond, has been elected governor of the Building Stone Institute, a trade association of quarry owners, stone fabricators and contractors.

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We extend greetings to the Virginia Highway Commissioner, Mr. H. H. Harris, and the Virginia Department of Highways

BALLINGER PAVING CO.

GREENVILLE
SOUTH CAROLINA
NEW A.G.C. OFFICERS

(Continued from page 33)


The term of office for 1962 officers has been extended due to a change in Virginia Branch By-Laws. Officers elected at the 1962 Annual Convention will serve until June 31, 1963. For succeeding years, Branch officers will take office on July 1 of each year.

A. Carl 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 and 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 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.

George R. 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.

Fred L. Showalter, Jr. is a native of Lynchburg, and was graduated from Virginia Polytechnic Institute with a Master of Science degree in Architecture. He is a veteran of World War II and served in the European Theater as a Captain in the 29th Infantry Division. He is on the Board of Directors of the Lynchburg Kiwanis Club. He is married to the former Miss Jane Martin and they have three daughters.

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Electrical Contractors

RICHMOND, VA.

Subcontractor for Electrical Work and Supplier of Lighting Fixtures for Langhorne Plaza. See Page 41.
people lagged in the spirit of conquest of the Southerners who would be free.

When finally the banners of the hosts of Washington’s Jehovah waved over the smoking ruins they had wrought, and scarcely a man was left with the strength to stand against them, the leader entered his Martyrdom and deification. His cohorts then pounced hungrily on the helpless carcass in the name of the justice of their retribution. “Praise the Lord and pass the spoils bucket.” “The judgments of the Lord are true and righteous altogether, so disfranchise the white and give the votes to the former slaves to support us in Washington forever and forever, amen.”

And these things were done, and great was the prosperity in the land of the conquerors, and long did Lincoln’s Party reign, shouting that they had saved the nation from rebellion and freed the slaves. In passing time the conquerors became somewhat confused about which actually had come first—what had been the reason for the subjugation of a people by total war. Once, when one of Lincoln’s fiercest palladins had succeeded him in office in Washington, he journeyed to Germany to interview another strong man, Bismarck, who had brought unity to his country by force of arms.

Bismarck said to Grant, “What always seemed so sad to me . . . was that you were fighting your own people . . . ?” But . . . “you had to save the Union just as we had to save Germany.” Grant replied, “Not only save the Union, but destroy slavery.” Bismarck remarked that he supposed, however, that saving the Union was “the dominant sentiment.” Grant said this was true in the beginning, but then he developed the point that slavery came, during the war, to become “a stain to the Union.” The realistic German did not reply and, as Edmund Wilson commented in his new book, “The General (Grant) is quite unaware that, by putting things this way, he had indicated that slavery, on the part of the Unionists, has at the last moment been recruited to justify their action in the struggle for power.”

Slowly, as the generation of Lincoln and Grant died off, the conquerors wished to be disassociated altogether from their use of brutal power. No one wished to remember that Lincoln’s Secretary of the Navy, Welles, with his New England conscience, found the Emancipation Proclamation “an arbi-
trary and despotic measure in the cause of freedom," nor that cynical Seward, Lincoln's Secretary of State, had, to the protests of his conservative friends, said flippantly, "What is war without a proclamation?"

No, the Proclamation of 100 years ago slowly came to be the cause, the reason, the why, of the use of naked force amongst a people. Only, as the Proclamation became somehow antedated and moved up eighteen months—before the great Federal losses at First Manassas, Second Manassas, and the Seven Days Battle Around Richmond—it also ceased to be a threat to remove the rights of property from a people declared in rebellion but became translated by time into a Proclamation in which all slaves were made free, equal, and put in integrated schools.

Because Lincoln's actual words have been "so little noted or long remembered," America suffers from a split personality about the use of force. In these days of the nuclear bomb, when it is somewhat risky to take total war to another people, America is as pious about idealism as a new convert. It would be much healthier if the nation would look squarely at its divisive war and say, "Yes, we outnumbered them four to one, we had unlimited material resources, and it served our purpose to wage a ruthless war of attrition. We believed the nation would be better off as one people. Politics came into it, of course, and many profiteers made fortunes, but all we regret is the use we made of the victory—the decade of Reconstruction."

Instead, victory has been attributed to the moral forces at work; yet a sense of moral outrage does not send modern-day Shermans and Sheridans into Russia, or even Cuba. Is this because the new rulers have grown nobler about the uses of force or have they grown less secure and fear retaliation? If they have grown nobler, does it not admit a moral lag that ninety-nine and one years ago the nation actually believed it could justify war by a moral slogan? Either the rulers have grown timid today or they were morally backward 100 years ago. For then they did think that total war could be justified, though Chief Justice Holmes, then a young captain with the Federal forces in Virginia, wrote home that if slavery constituted an evil, then war was its brother.

With one justification and another, America has fought more wars in the past century than the "warlike Huns"
of Germany. (Of course, the Germans started the wars, like the South started the war by “firing on Fort Sumter” and the Spaniards by blowing up the Maine.) And, this obtusation of justification concerns not only America’s attitude to war—and to its history of war from which it chastely averts its gaze—but its attitude to the Negro, the object, the issue, of the justification made in the Proclamation.

Because America’s purpose has been no clearer to his place as a freedman than it was to the reasons for the violent upheaval in which he was incidentally freed, we today experience continuing experiments by the Supreme Court in some incomprehensible plan to re-make society by forcing integration in rulings that affect American communities through all their values, customs, and physical and economic structures.

In 1954, the Court declared that segregation must end in order that Negroes could become adjusted, at school level, to their “normal environment.” The normal environment was the point emphasized by the Court then; but, like the Proclamation, it has undergone some changes in meaning, and now it would appear to mean the Court’s notion of “an ideal normal environment.” Since no such environments existed in 1954, evidently the court by continual encroachment intended to create a few.

To date the first working environment of their ideal is the capital city of Washington, which can celebrate the centennial of the Emancipation Proclamation with an 80% Negro school population. It would be very salutary in self-understanding if this Centennial were celebrated in Washington with Warren (of course, in black-face) reciting those words of Lincoln in which he stated that he did not believe in equality between the races.

Since this is not likely to be done, a quiet commemoration will be here-with observed with a prediction “that the world will little note nor long remember”: when ninety-nine and one years have again passed, will the nation’s capital then be a Harlem, with the island of the White House occupied by the Kennedy Royal Family, among whom some as yet unborn grandson will be Emperor? Will the then current head of NAACP be Deputy Attorney-General in Charge of Southern Affairs? And will the Emperor recite the Gettysburg Address?
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