

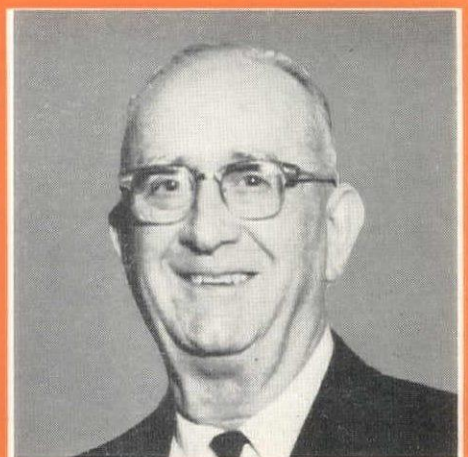
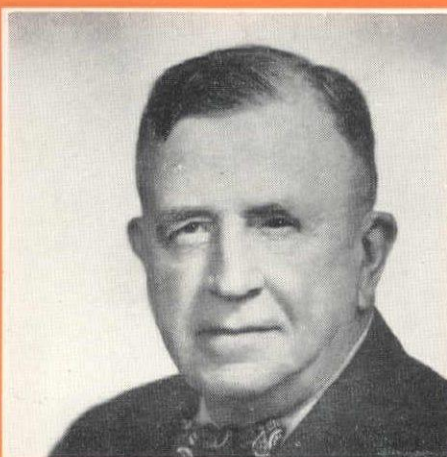
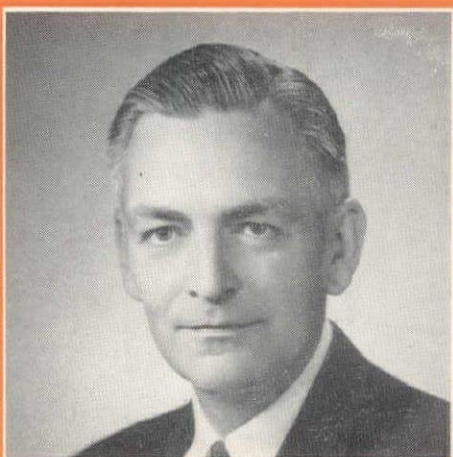
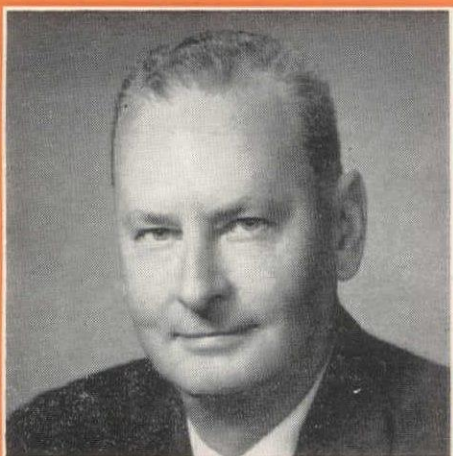
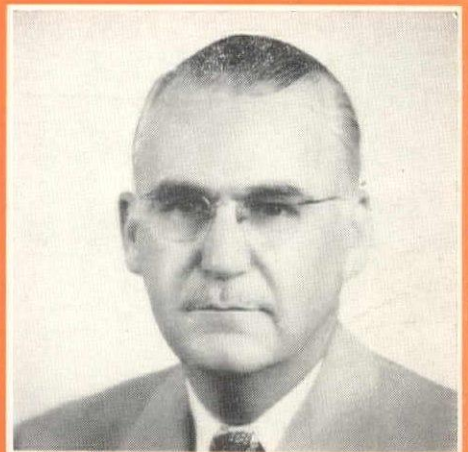
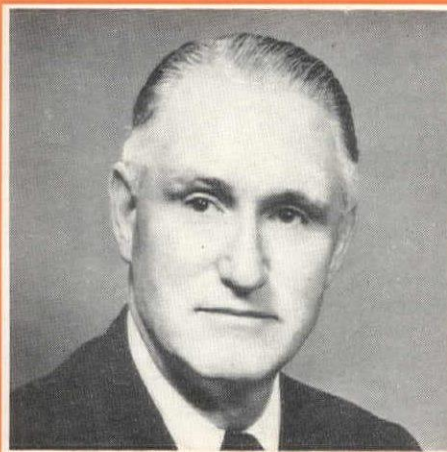
Virginia RECORD

AN INDEPENDENT PUBLICATION FOUNDED 1878

JUNE 1962

35¢

VIRGINIA
A.G.C. REVIEW,
PAGE 33



Featuring —

VIRGINIA DEPARTMENT OF HIGHWAYS

PRESENTING

"Tomorrow's
Heirlooms
Today"



HAND-MADE
Chippendale Chest



HAND-MADE
Colonial Bed



HAND-MADE
Queen Anne
Coffee Table

by



SUTER'S

RICHMOND

4200 W. BROAD STREET

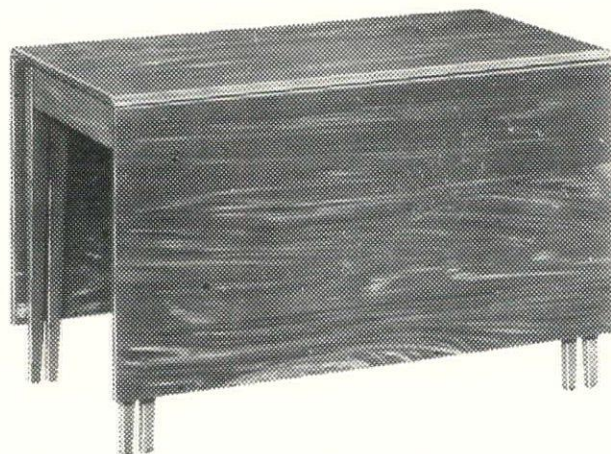
TELEPHONE ELgin 8-8824

SHOP AND SHOWROOM

ROUTE U. S. 11, 1 MILE SOUTH

HARRISONBURG, VA.

TELEPHONE 434-2131



HAND-MADE
Drop-Leaf Table

"FIVE GENERATIONS OF CABINET MAKING IN VIRGINIA"

GUY H. LEWIS & SON

Highway Contractors

McLEAN, VIRGINIA

Member: Virginia Road Builders Association

*Best Wishes to
Commissioner H. H. Harris
and
Virginia Department of Highways*

V. N. GREEN

Highway Contractors

MARION, VA.

Nelson Bldg.

CHARLESTON, W. VA.

H. D. CROWDER and SONS

Highway Contractors



Phone MY 9-4931

AUSTINVILLE, VIRGINIA

Get more and better local roads from savings on new DEEP-STRENGTH (Asphalt-Base) Superhighways

Every tax dollar your state highway engineers save by building big Interstate and primary highways with new, DEEP-STRENGTH (Asphalt-Base) pavement is a dollar saved for building more and better new local roads and modernizing the existing ones.

DEEP-STRENGTH Asphalt construction makes your road-building tax dollars go further because it's the most durable, economical pavement modern engineering science has developed. Advance-design DEEP-STRENGTH Asphalt pavements give you a safer, more comfortable ride—and **save up to 50%** in original construction costs. **Annual cost is lower**, too, including maintenance! Asphalt pavements are safer in winter, because snow and ice melt faster. And de-icing chemicals do not harm the Asphalt surface.

Learn more about how DEEP-STRENGTH (Asphalt-Base) pavements can bring you better local roads. Write us today for your free copy of THE BETTER WAY TO BETTER ROADS.

**The
Asphalt Institute**

1901 Pennsylvania Avenue
Washington, D. C.



A SALUTE TO THE VIRGINIA DEPARTMENT OF HIGHWAYS

*For more than a half-century we have been growing while helping the Commonwealth grow.
Our finest efforts are pledged in the future, as in the past, to helping perpetuate the progress
of Virginia.*

J. R. FORD COMPANY, INCORPORATED

In Our 53rd Year

GENERAL CONTRACTORS AND PAVING ENGINEERS

Plants

LYNCHBURG
WARRENTON

PORT ROYAL
CULPEPER

FRANKLIN

P. O. Drawer 1179

Phone VI 7-4444

LYNCHBURG, VIRGINIA

S. J. GROVES & SONS COMPANY

Contractors and Engineers

MINNEAPOLIS, MINN.

WOODBIDGE, N. J.



Published Monthly At The State Capital
By Virginia Publishers Wing, Inc.

EDITORIAL OFFICES: 15 North 6th Street
Phones MI 4-6717 — 4-2722

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.

VOLUME LXXXIV

JUNE 1962

NUMBER SIX

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

(Continued on page 44)

to tell the Virginia Story

JUNE 1962

• TABLE OF CONTENTS •

Members of the Virginia State Highway Commission	6
The Virginia Department of Highways....	8
District Engineers.....	10
Also Serving.....	12
New Interstate Roads Safer.....	21
What's In A Name?.....	22
<i>by Virginia Waller Davis</i>	
Travelers' Guide.....	23
Highway Week.....	30
VIRGINIA A.G.C. REVIEW.....	33



THE COVER shows the members of the State Highway Commission. As numbered, they are 1) Carper, 2) Chinn, 3) Flythe, 4) Harris, 5) Holland, 6) Nelson, 7) Sclater, 8) Watkins, 9) Weaver. See pages 6 and 7 for biographies. (Photos, courtesy Highway Department)

1	2	3
4	5	6
7	8	9

SNOW, JR. AND KING, INC.

Masonry Contractors

2416 Church Street

Phone 627-8621

NORFOLK 4, VA.



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 1923 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.

A retired dairy farmer, Carper served on the Fairfax County Board of Super-

visors from 1932-56 and was chairman of the Board from 1940-56. He is a former member of the Board of Directors and Finance Committee of the Maryland-Virginia Milk Producers Association. Carper is vice-president of the Herndon Federal Building and Savings Association.

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



WALTER N. CHINN, JR.

Fredericksburg

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

ville and Lucy Warner of Fredericksburg.

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

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

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



S. SUTTON FLYTHE

Martinsville

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

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

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



Replacing the late Emory P. Barrow
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 Peoples National Bank in Victoria and is local counsel for the trust department of State Planters Bank of Commerce and Trusts; he is also counsel for the town of Victoria in civil matters. Born in Norfolk in 1900, Mr. Weaver has lived in Victoria since 1908. He holds degrees from the University of Virginia and the Yale School of Law; he also studied law 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, 1958. He was born in Marion on February 14, 1912, and attended Augusta Military Academy, Emory and Henry College and the University of Virginia.

Partner in the Marion Drug Company, Sclater is a director of the Bank of Marion and chairman of the Smyth County Democratic Committee. He has

Nelson also is a director and Chairman of the Board of the Peoples Bank of Mt. Jackson.

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

He is a member of the Lutheran Church.

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.

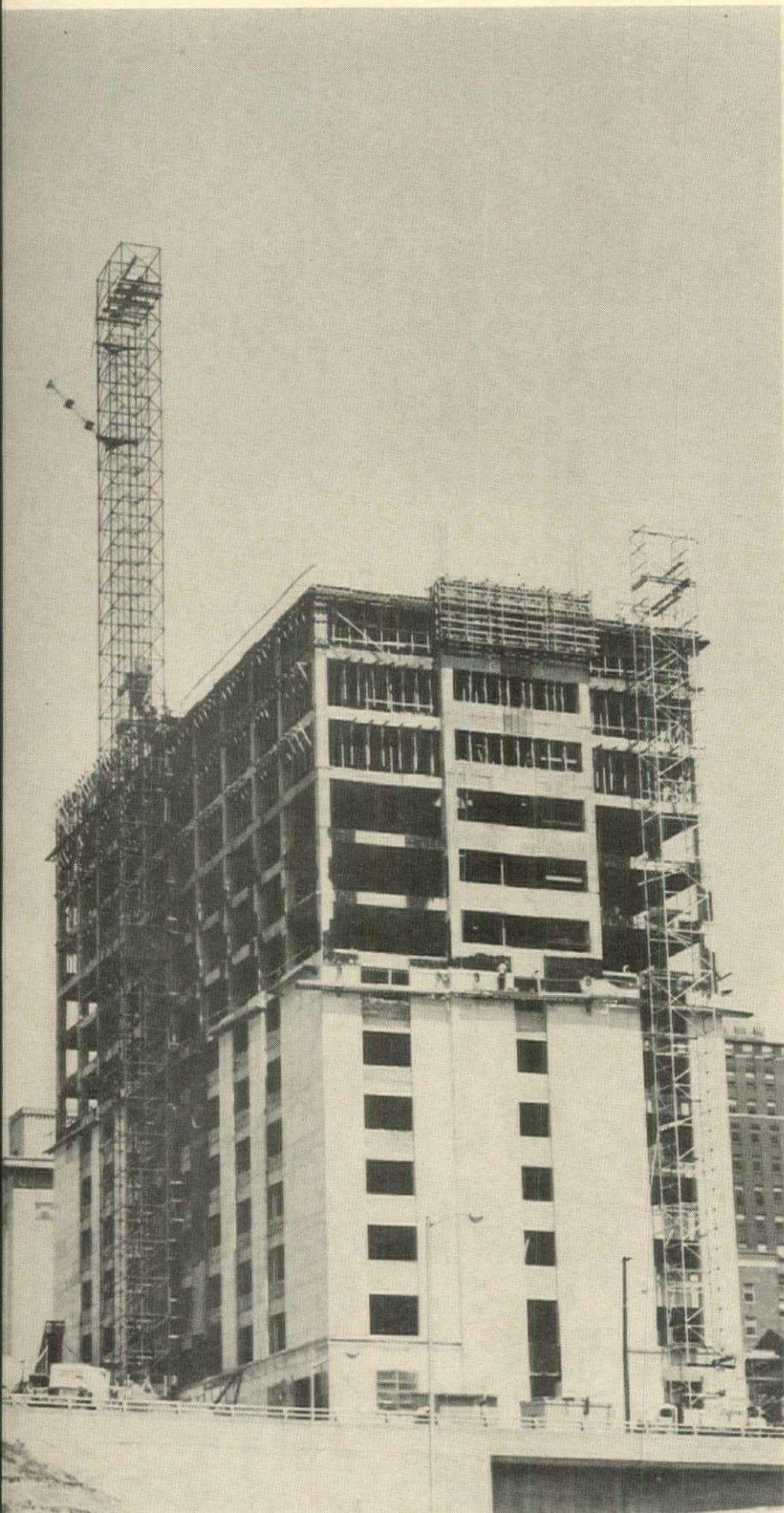
He's a member of the Baptist Church.

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.



The Virginia Department of Highways



Underway—a new building for the Department of Highways.

• 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 1908 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.

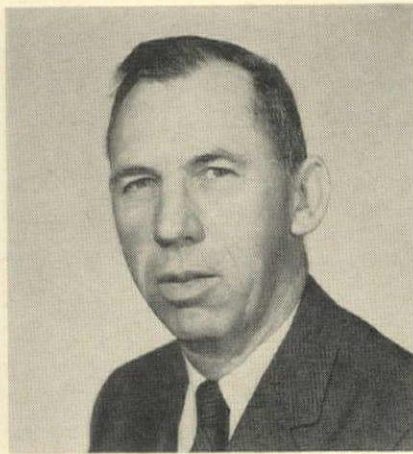
The first ten years of the life of the Highway Commission were years of comparatively rapid growth. In 1916, George P. Coleman, who succeeded Mr. Wilson in 1913 when the latter became associated with the Bureau of Public Roads, reported that about 4,500 miles of road had been constructed since 1906 under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



FRANCIS A. DAVIS

Francis A. Davis, deputy commissioner and chief engineer, has a record of 42 years with the Department. He was appointed to his present position in July, 1955, and from December, 1957, to August, 1958, he served as commissioner to complete the unexpired term of General Anderson, who resigned. Mr. Davis is a native of Cumberland County, where he was born on September 6, 1899. He is married and has three sons and a daughter.



DOUGLAS B. FUGATE

Douglas B. Fugate is one of the Department's two assistant chief engineers. The divisions under his direction are Construction, Maintenance, Secondary Roads, Landscape, Materials, and Research. Mr. Fugate was born on August 14, 1906, at Reed Island, Virginia, and he joined the Department in 1927. He is married and has a son.



DAVID N. HUDDLE

David N. Huddle is one of the Department's two assistant chief engineers. The divisions under his direction are Location and Design, Urban, Equipment, Bridge, Traffic and Planning, and Toll Facilities. Born on October 6, 1894, in Ivanhoe, Virginia, Mr. Huddle joined the Department in 1932. He is married and has three daughters.



Mr. Harris, who heads "the state's biggest business."

DISTRICT ENGINEERS

Virginia Department of Highways



OSKAR T. AICHEL

Oskar T. Aichel is district engineer for the Fredericksburg District, which comprises King and Queen, Gloucester, Middlesex, Mathews, Richmond, Lancaster, Northumberland, Westmoreland, Spotsylvania, Stafford, King George, Caroline, Essex, and King William Counties. Mr. Aichel, who was born in Columbia, Virginia, on January 3, 1904, came with the Department in 1928. He is married and has two sons.



ROBERT C. AMBLER

Robert C. Ambler is district engineer for the Staunton District, which comprises Alleghany, Rockbridge, Bath, Augusta, Highland, Rockingham, Frederick, Shenandoah, Clarke, Page, and Warren Counties. Mr. Ambler was born in Amherst County on June 27, 1904, and was employed by the Department in 1922. Married, he has two sons and three daughters.

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 63 per cent better than the highway average. The par 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, Nottoway, 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 Greenville, 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 1928. He is married and has two sons.



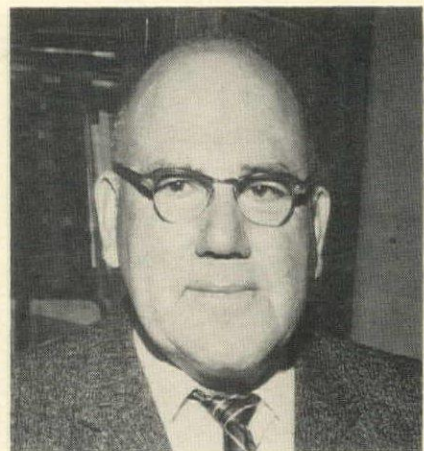
CHARLES W. KESTNER

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.

ROGERS BROTHERS CONSTRUCTION CO.

HIGHWAY CONTRACTORS
PUBLIC UTILITIES

Phone WO 3-4745

Cedar Bluff, Va.

P. O. Box 107

A. C. Rogers, Pres.

M. B. Puckett, V. Pres.

Serving Virginia in the Department of Highways

GEORGE D. FELIX, right-of-way engineer, is in charge of the acquisition of land for highway construction. Mr. Felix, who was born in Shreveport, Louisiana, on January 18, 1899, has been with the Department since 1921. He is married, but has no children.



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.



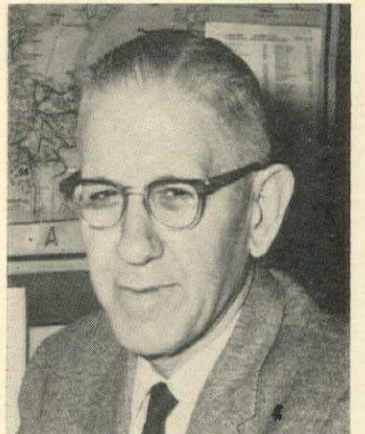
JOHN N. CLARY, bridge engineer, supervises designs and plans for all bridges and highway structures. He was born in Richmond on November 21, 1905, and has been employed by the Department since 1925. He is married and has a son.

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.



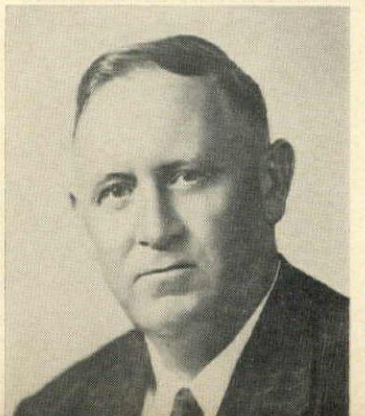
KENNETH E. ELLISON, materials engineer, supervises the testing of soils, construction materials, and other matter to determine proper quality and design according to Department specifications. He is a native of Mandan, North Dakota, where he was born on March 16, 1910. He joined the Department in 1946. 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, 1893, 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.



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.



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.



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.



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.

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 1935. He is married and has two sons and 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.



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.



TILTON E. SHELBURNE 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.



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.



PAINTER & MUNDY, INC.

Highway Contractors

PAVING

Plants Located: Elkton and Broadway, Va.

R. F. D. #2

Phone 298-2012

ELKTON, VIRGINIA

(Continued from page 10)

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

We salute Commissioner H. H. Harris and the staff of the Virginia Department of Highways for their efforts in making the roads of the Commonwealth among the best in the nation.

TALBOTT-MARKS Company, Inc.

CLARKSVILLE, VIRGINIA



Highway Contractors

*We Salute
Commissioner Harris and the
Virginia Department of
Highways*

Belmont Trap Rock Company, Inc.

PRODUCERS OF
CRUSHED STONE

TU 6-2633

Staunton, Virginia

OMAN CONSTRUCTION CO., INC.

General Contractors

HIGHWAY — PUBLIC UTILITIES

Phone AM 9-5601

P. O. Box 146

NASHVILLE 2, TENN.

READY-MIX CONCRETE

"Concrete for Permanence"

SAND, GRAVEL, CRUSHED STONE

LYNCHBURG READY-MIX CONCRETE CO., INC.

Langhorne Rd.

Dial Lynchburg Victor 5-4504

LYNCHBURG, VA.

ROANOKE CONCRETE PRODUCTS CO., INC.

CONCRETE PIPE, ALL STANDARD SPECIFICATIONS;

CONCRETE PIPE, LONG LENGTH WITH RUBBER JOINTS;

RIGHT OF WAY MONUMENTS

P. O. Box 1975

ROANOKE, VIRGINIA

DI 2-7245

Barnhill Contracting Co., Inc.

TARBORO, NORTH CAROLINA

Highway Contractors





LEE HY PAVING

St. Clair Rd. & C & O Tracks

MI 4-2833

RICHMOND, VIRGINIA

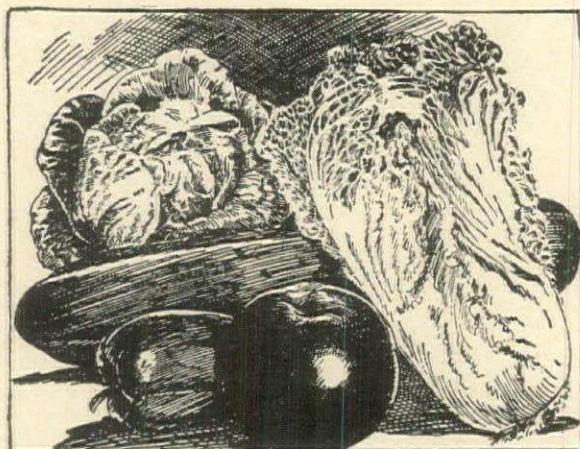
Higgerson-Buchanan, Inc.

111 West Berkley Avenue

NORFOLK, VIRGINIA

HIGHWAY CONTRACTORS

FALL CROPS Are Finest of the Year



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

TESTED LATE PLANTING CHART

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

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



Fifth and Marshall Streets.....Dial Milton 3-3479
11 South 14th Street.....Dial Milton 3-2715
1709 East Franklin Street.....Dial Milton 3-6001

E. G. BOWLES & F. G. PRUITT

Highway Contractors

RICHMOND

VIRGINIA

Carolina-Virginia Co., Inc.



Highway Contractors

1007 Ninth Street Road

Phone BE 3-5845

RICHMOND, VIRGINIA

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-

D. A. FOSTER TRENCHING CO., Inc.

Pipeline Construction

EQUIPMENT RENTAL
CRANES UP TO 40 TONS
TRENCHING MACHINES

Phone Jefferson 2-8800

P. O. Box 38

Merrifield, Virginia

THE MICHIE COMPANY

Law Publishers -:- Printers

CHARLOTTESVILLE, VIRGINIA

HOLDEN STEEL COMPANY, INC.

Serving Contractors in

GUARD RAIL
RIGHT-OF-WAY FENCING
HIGHWAY SIGNS

DI 3-7048

423½ Virginia Street, West

CHARLESTON, WEST VIRGINIA

GENERAL PAVING CORP.

Highway Contractors

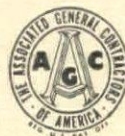
ASPHALT — PAVING

P. O. Box 1120

Fairfax, Virginia

BOWERS CONSTRUCTION COMPANY

Raleigh, North Carolina



"Builders of Bridges"

*A Salute to the Virginia Department of Highways
and Commissioner Harris*

COLEMAN TRAINOR & COMPANY

WATERWORKS SYSTEMS — SEWERAGE SYSTEMS
WATER TREATMENT PLANTS — SEWAGE TREATMENT PLANTS

P. O. Box 1477

JA 3-3848

HUNTINGTON, WEST VIRGINIA

McAlister Construction Company

GRADING AND EXCAVATING CONTRACTORS

Specializing in Subdivisions

ROAD AND BUILDING SITE EXCAVATING

RFD #5, Box 61-A

Starkey Road

ROANOKE, VIRGINIA

"Slow Down and Live"

O'BOYLE TANK LINES, INC.

Richmond, Norfolk and Winchester, Virginia
Greensboro and Wilmington, North Carolina
Baltimore, Maryland; Washington, D. C.
Martinsburg, W. Va.

"LIQUID TRANSPORTATION"

Service Through

COURTESY

SAFETY

E. E. Lyons Construction Co.

Building Contractor

STREETS — EXCAVATING

Phone 759-2171

P. O. Box 488

VIENNA, VIRGINIA

lems 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.

Maintenance claims about 35 per cent of the annual appropriations for the state's roads. The

(Continued on page 27)

VIRGINIA ASPHALT PAVING COMPANY, INC.

ROANOKE and STAUNTON
VIRGINIA

*Best Wishes to
Commissioner H. H. Harris
and the
Virginia Department of Highways*

**MARVIN V. TEMPLETON
& SON**

Highway Contractors

Phone VICTOR 5-7102

Boonsboro Rd.

LYNCHBURG, VIRGINIA

**Helms Concrete Pipe
Co., Inc.**

Phone: 548-9300

3800 Jefferson Davis Highway

ALEXANDRIA, VIRGINIA

*Salutations and Best Wishes to
Commissioner H. H. Harris*

**M. A. LAYMAN & SONS,
INC.**

GENERAL CONTRACTORS

Call Harrisonburg 434-3878

744 Massanutten St.

Harrisonburg, Va.

*Felicitations to the
Virginia Department of Highways*

**J. F. ALLEN
COMPANY**

Highway Construction

Phone 622-5351

109 Euclid Ave.

CLARKSBURG, W. VA.

W. W. Tuck & Son

Highway Construction

VIRGILINA, VA.

To keep production up and costs down
rely on equipment sold and serviced by

BURRESS

— DISTRIBUTOR IN VIRGINIA FOR —

"AIR TRAC"® Drill Carrier

GARDNER-DENVER Compressors, Drills, Tools

LIMA Shovels, Cranes, Draglines

H & L Teeth

LIMA MADSDEN Asphalt Plants

CHALLENGE Mixers

STABILIFT Semi-Dump Trailers

— SALES • RENTALS • SERVICE —

Let our experienced salesmen help you select the
equipment best suited to your needs. Call on us,
too, at any time for immediate shipment of repair
parts from our large inventory . . . and for fast,
efficient shop or field service day or night by our
skilled, factory-trained mechanics.

J. W. BURRESS, INC.

1701 Shenandoah Ave., N.W.

Phone: DIAMOND 3-1507

ROANOKE, VIRGINIA

"Quarter Century of Dependable Service"

**SAFETY MOTOR
TRANSIT CORP.**

12th & Campbell Avenues, S.E.

ROANOKE, VIRGINIA

GRAY CONCRETE PIPE COMPANY

Plants

6315 Eastern Avenue; BALTIMORE, MARYLAND
2777 Jefferson Davis Highway; ARLINGTON, VIRGINIA
Wilson Blvd. & Va. Ave.; HAGERSTOWN, MARYLAND
West Railroad Street; WILSON, NORTH CAROLINA
209 Randolph Street; THOMASVILLE, NORTH CAROLINA

MANUFACTURERS OF

PLAIN & REINFORCED SEWER & CULVERT PIPE

— All Sizes For All Purposes —

RUBBER JOINT PIPE • CEN-VI-RO & GRA-FLEX FOR LOW PRESSURE LINES
SOLITE & CINDER BLOCKS • FLAT BASE PIPE • ELLIPTICAL PIPE
SPECIAL CONCRETE SHAPES

THE GENERAL CRUSHED STONE CO.

CRUSHED STONE — RAILROAD BALLAST — RIP RAP

Phone Gum Tree 227-3373

DOSWELL, VIRGINIA

Plant Material for Highway and Community Planting Projects

Available to Garden Clubs and other Civic Organizations

Quantity Discounts

FLOWERING TREES

Pink Flowering Dogwoods
White Flowering Dogwoods
Flowering Cherries

Flowering Crabs
Redbuds
Hawthorns

SHADE TREES

Birch, European White
Birch, Cut-leaved Weeping
Gum, Sweet
Honey Locust, Thornless
Kentucky Coffee Tree

Cardinal Redleaf Maple
Norway Maple
Sugar Maple
Pin Oak
Weeping Willow

EVERGREENS

Hemlocks
Junipers
Pines

Spruces
Southern Magnolia
Hollies

Boxwoods
Ligustrums
Laurels



VINES — GROUND COVERS — CANNAS — SPRING FLOWERING BULBS

Ask for Free Copy New 56-page Planting Guide Catalog in color.

WAYNESBORO NURSERIES

WAYNESBORO, VIRGINIA

NEW INTERSTATE ROADS ARE SAFEST

Virginia's new interstate roads have proved to be more than 50 per cent safer than the state's primary roads, a report from the State Highway Department discloses.

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."

AGNEW-JOSEPH COMPANY

General Contractors



HIGHWAYS RAILROADS
PUBLIC UTILITIES

P. O. Drawer 310

RONCEVERTE, W. VA.

to tell the Virginia Story

CLOWER & MICHAEL

Highway Contractors

P. O. Box 297

Phone 125 R

ROMNEY, WEST VIRGINIA

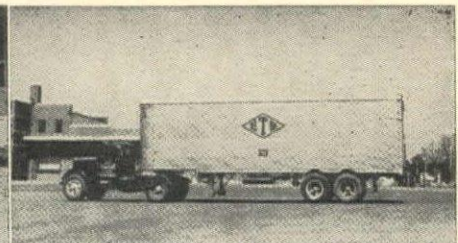
*We salute Commissioner H. H. Harris
and the members of his
Virginia Department of Highways team
who are building today
while planning for tomorrow!*

"Born in Blackstone - Growing with Blackstone"

FULLY EQUIPPED TO MEET THE INDUSTRIAL TRANSPORTATION NEEDS
OF VIRGINIA'S EXPANDING INDUSTRIAL DEVELOPMENT



Modern platform trailer used to transport leaf tobacco, machinery, steel and many other general commodities.



Modern van used to transport cigarettes, manufactured tobacco and general commodities.

THE TRANSPORT CORPORATION

— and —

THE EPES TRANSPORT SYSTEM

(VAN DIVISION)

Home Office: Blackstone, Virginia

Virginia Terminals: Richmond and Danville

OTHER TERMINALS: Durham, N. C., Winston-Salem, N. C., Rocky Mount, N. C., Elkridge, Md., and Lexington, Ky.

What's in a Name?

by

VIRGINIA WALLER DAVIS

IT 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 called 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, "Greever'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 . . . which today can also boast of being the home town of Virginia's new governor, Albert 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?

Taylor & Keebler

Incorporated

VA. ST. REG. #3013

Heavy Construction

CY 7-5891

CLINTON

MARYLAND

VACATIONS for Virginians at *The Carolinian*

Nags Head (Outer Banks), N. C.

Oceanfront Motor Hotel



Explore the historic Outer Banks area . . . sites of First English Settlement . . . First Flight . . . First National Seashore . . . Excellent Fishing . . . Two swimming pools . . . supervised children's program . . . half-rate for children under ten . . . wonderful food in ocean front dining rooms . . . Everything is relaxing and informal. Completely "Refreshed" for 1962. Comfort-conditioned thru-out. Dial your favorite climate.

Write or Phone for Free Color Folder

SEASON OPENED APRIL 1, 1962

THE CAROLINIAN

NAGS HEAD, N. C.

Recommended by
DUNCAN HINES

Phone 2311



CONRAD BROS. LAKE SHORE INN & BOAT DOCKS

Johnson Sea-Horse Sales and Service

Boats and Motors for Rent

Towing Service

Ample Space for Boat Anchorage

MARINE GAS & OIL SUPPLIES

Live Bait

Fishing & Water Sport Supplies

Boat Launching by Concrete Ramp
or Derrick

Phone 4-1601 Route 100 Pulaski, Va

COLONY HOUSE MOTOR LODGE

1¾ Miles South on U.S. 220. A Modern Two-Story Motel, Well Back from the Highway. Large Beautifully Appointed Rooms With Telephones, TV, Air Conditioning and Combination Baths. Connecting Units.

For Reservations Phone DI 5-0411

ROANOKE, VIRGINIA



MODERN COMFORT . . .

Most Centrally Located
At ATLANTIC BEACH

- Overlooking ocean, beach and amusement center.
- Air-conditioned, electric heat, tile baths.
- Open year around.



CORAL SANDS MOTEL

Phone PA 6-4066

John A. Baker, Mgr.

ATLANTIC BEACH, N. C.

BUILD AND ENJOY YOUR OWN BEACH HOME AT

PINE KNOLL SHORES

A SUB-DIVISION OF THEODORE ROOSEVELT FAMILY
PROPERTY ON BOGUE BANKS OFF MOREHEAD CITY, N. C.
FINEST COASTAL HOME SITES IN THE CAROLINAS

This is the ideal spot for year 'round enjoyment, active or relaxed—wonderful opportunities for boating, golf, fishing, beachcombing. Ocean and Sound frontage still available. Every lot within walking distance of both the Ocean and the Sound. Heavy woods growth and unusual elevation provide maximum protection against storm damage. Modern utilities available, paved roads; year 'round golf course, airport, and city facilities nearby. See the nice homes already built, others under construction, **NEW SECTION NOW OPEN**. Buy now while prices are still low, build soon—enjoy wonderful week-end, summer or retirement living as your investment grows in Carolina's nicest beach

Visit Us Soon or Send Coupon Today For Free Folder

colony. Roomy lots, uncrowded and unspoiled. Small amount down, low monthly payments.

DIRECTIONS:

From Morehead City, take the Causeway to Atlantic Beach, turn right on Salter Path Road, pass the Coral Bay Club—there's Pine Knoll Shores.

**PINE KNOLL SHORES,
Dept. VR-42D
Morehead City, N. C.**

Please send the descriptive folder soon.

NAME.....
(please print)

ADDRESS.....

CITY, STATE.....



OPEN FOR BUSINESS YEAR ROUND
RESCUE MARINA
Concrete Boat Ramp

- Iced Bait • Crushed Ice • Tackle • Block Ice
- Complete Line of Texaco Marine Products
- Charter Boat Service (Accommodations for one to thirty people)
 - Specializing in Rock Fishing

BEN BROWN, *Owner*
 PHONE RESCUE 222-9821

Conveniently Located Between Idle Fleet and James River Bridge
 ON JONES CREEK RESCUE, VIRGINIA

THE RAPPAHANNOCK MARINE LODGE

"Where the Rappahannock Joins the Chesapeake"

The Newest and Finest Accommodations
 for YOU and Your BOAT
 at THE WESTLAND RESTAURANT, MARINE LODGE
 and WINDMILL POINT MARINA

OPEN ALL YEAR

You Always Will Be Welcome

For Reservation Call 435-1166

Kilmarnock, Virginia

AVAMERE HOTEL



AMERICAN PLAN
 2604 OCEAN AVE.

"On the Ocean at 26th St."
 FREE ADJACENT PARKING

MRS. C. J. SMITH, MANAGER

For Complete Information and Reservations
 DIAL GA 8-2112

58 OUTSIDE ROOMS WITH BATHS

- CONVENIENT TO SHOPPING DISTRICT • SPACIOUS LOBBY AND PORCHES
- MODERN DECOR • ALL SPORTS • CLUB PRIVILEGES

Virginia Beach, Virginia

Early Virginia Charm ...

IN A MODERN SETTING!

FOR YOUR NEXT GROUP MEETING ...

As Your Gracious Host—we offer excellent convention facilities ... with various size air-conditioned rooms all-on-one-floor for groups from 10 to 600.

You'll appreciate the beautiful Jefferson Ballroom with its street-level ramp—just drive your exhibit trucks right into this immense room.

Convenient to every important activity and points of historical interest—yet away from heavily congested area. Free Adjacent Parking.

M. L. "Jack" Moseley

Vice President &
 General Manager

THE **Jefferson**
 HOTEL

WRITE FOR
 BROCHURE

RICHMOND, VIRGINIA

AQUA-LAND

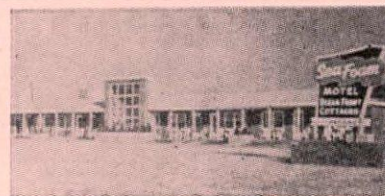
NEWBERG, MD.

OPEN 24 HOURS EVERY DAY

Fun For The Whole Family

MARYLAND SIDE
 POTOMAC RIVER BRIDGE

Route 301



ENJOY NAGS HEAD BEACH
 IN SUPREME COMFORT AT

THE SEA FOAM

Ocean Front Motel and Cottages
 NAGS HEAD, N. C.

Phone 8831

- Luxurious Motel Accommodations
- Air Conditioned
- Cottages Completely Furnished
- NEW SWIMMING POOL

**AVALON
 MANOR**

"On Beautiful Chesapeake Bay"

FISHING — BOATING — BATHING

OCEAN VIEW BEACH

Reasonable Rates

Phone JU 7-3248

MRS. GENELL P. RACIBORSKI

U.S. Route 60

1206 E. Ocean View Ave.

NORFOLK, VIRGINIA

Open 7 Days a Week



Right on the
 Waterfront ...

Flagship
 Restaurant

10th & MAINE AVE., S.W.
 WASHINGTON, D. C.

COME TO SPORT FISHERMAN'S PARADISE—1962 SEASON OPENED MAY 3

HOTEL - MOTEL WACHAPREAGUE

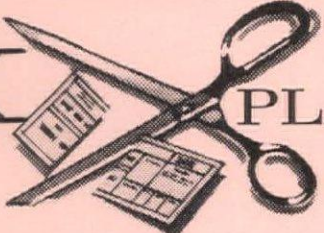
Catering to Sport Fishermen Since 1902

AMERICAN PLAN—Featuring Fine Old Virginia Foods Unsurpassed for Quality and Flavor

EQUIPPED WITH ALL FACILITIES FOR YOUR CONVENIENCE AND PLEASURE

22 Sport Fishing Cruisers—100 Square Miles of Inland Fishing and Limitless Ocean Fishing With all Salt-Water Varieties
Under the Personal Direction of D. H. SANDIDGE — FOR RESERVATIONS — PHONE SUNSET 7-2105, WACHAPREAGUE, VIRGINIA

PIEDMONT PX PLAN



CUTS 75% OFF RETURN FARES ON WEEKEND ROUND TRIPS

That's right... Piedmont's PX Plan lets you save 75% of your return fare on round trips you make between midnight Friday and midnight Sunday... or, when you fly one way Saturday and return any other Saturday within 30 days.

PIEDMONT AIRLINES

Serves You Better

Call Piedmont Airlines or your Travel Agent

ATLANTIC HOTEL & APARTMENTS

HOTEL & APARTMENTS

*Weekly — Monthly and
Special Businessmen's Rates*

Open Year Around — Private Beach

Free Parking — Air Conditioned

CONVENIENT TO MILITARY BASES

1038 E. Ocean View Ave.

JU 7-0011

Norfolk, Virginia

Your Host on the Coast!

Marilyn's INN

... on the Ocean

Virginia Beach, Va.

Friendly Service

Superb Southern Cuisine

Write for Folder & Rates

MARK

Raleigh

HOTEL



MODERN FURNISHINGS



THE RALEIGH GRILL

- ▶ Most Central Location
- ▶ Free Parking
- ▶ Free TV in Rooms
- ▶ Complete Valet and Room Service
- ▶ Limousine to All Flights
- ▶ Conference Rooms
- ▶ Two Fine Restaurants
- ▶ Completely Redecorated

9th & Bank St., Richmond

MI 8-8384

Nelly Custis Motel and Restaurant

"For Your Comfort"

TILE BATHS

AIR CONDITIONED

WALL TO WALL CARPETS

Located 16 Miles East of Richmond

on U.S. Rt. 60

QUINTON, VIRGINIA

Phone 932-4479

NAGS HEAD

On The Famous Outer Banks, N. C.

HERE
fresh water
fishing
water skiing
Marina
boat ramps
fishing pier

← 1 mile →
50 Housekeeping
Cottages
"BROCHURE"
Robert A. Young
Kill Devil Hills, N. C.

HERE
750' fishing
pier
private beach
life guard
ample parking
amusements

Phone Kill Devil Hills 3911

PARKWAY MOTEL and RESTAURANT

NEAREST TO SURRENDER GROUNDS

Excellent Overnight Accommodations

BREAKFAST—LUNCH—DINNER

Air Conditioned for Your Comfort

PLAYGROUND — SWIMMING POOL — TELEVISION

MOTEL — RESTAURANT

352-7444 — Telephones — 352-7443

On Virginia State Route 24

APPOMATTOX, VIRGINIA

TARHEELAND ACRES RESTRICTED HOMESITES on the INTRACOASTAL WATERWAY

A haven for those who like to fish and hunt. An ideal spot away from the hustle and bustle of business life where one can enjoy quiet rest and relaxation. Plenty of sunshine. Fresh and salt water fishing. Ocean breezes packed with vim and vigor.

- Now available: 35 one hundred foot lots on the Coastal Waterway with a clear view of the Atlantic.
- Also 375 lots on Pharview Drive in pines.
- Two near-by fishing piers at Ocean Isle & Sunset Beach.
- Fresh water fishing in Waccamaw River (15 miles).
- Hunting in Green Swamp (15 miles). Bear, deer, quail, turkey.
- Development screened on each side by 100 ft. wooded strip.

LOCATION—How to get to Tarheeland Acres

Highway 17 South of Wilmington to Shallotte, 7½ miles by way of N.C. Highway 904 to Tarheeland Acres, or continue to Grissetown on #17. Take #904 (5½ miles) to property. Inland Waterway separates development from Ocean Isle Beach.

Write — Wire — Call
G. E. HENDERSON
SHALLOTTE—NORTH CAROLINA
Telephone PL 4-8898

See Beautiful Washington Acres

On Topsail Sound, near Hampstead, N. C.



- Large, high bluff
- Waterfront lots
- Good year around living
- Near 3 Inlets (Topsail, Rich, Elmore)
- Excellent Fishing
- Good fertile soil
- Shade Trees
- Good water
- Highly restricted
- Near school and churches

(Located 15 miles north of Wilmington, on U.S. 17, at Hampstead)

Write or call:
RAYMOND HUGHES
Tel. 763-9345
Hampstead, N. C.

TOWN & COUNTRY MOTEL

5 Miles N. of Fredericksburg on U.S. 1

Beautifully Furnished Rooms with Telephones — TV — Air Conditioning
And Shower or Combination Baths

Most Rooms Have Thermostat Heat Control

CONNECTING UNITS — ONE 2-ROOM UNIT

For Reservations Phone OLdfield 9-4000

Post Office Address: Falmouth, Virginia

STEP INTO ANOTHER WORLD!

AT

SHENANDOAH CAVERNS

WHEN IN NEW MARKET, VA.

The Only Cave in Virginia with Elevator Service. The only caverns in the world with the sparkling diamond cascade, set with a million jewels. Don't miss seeing the cave of Diamonds, an experience you will never forget. Open all year - Located short distance from Skyline Drive near New Market, Virginia on U.S. 11. Phone 477-3115

DEPARTMENT OF HIGHWAYS
(Continued from page 18)

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

Best Wishes to
Commissioner H. H. Harris

**Lance J. Eller,
Inc.**

**Grading
&
Excavating
Contractor**

**ASPHALT
SURFACING
AND
PAVING**

Phone SUNset 7-3212
ONLEY, VIRGINIA

**E. C. Womack,
Inc.**

**General
Contractors**

**HIGHWAY
PUBLIC UTILITIES
WATER AND SEWER**

**NORFOLK,
VIRGINIA**

FUEL OIL and EQUIPMENT CO., INC.

ASPHALT and HEATING

OIL

FOR ALL PURPOSES

Telephone DIamond 5-8866
ROANOKE • VIRGINIA

2677 Roanoke Ave., S.W.
P. O. Box 762

BURTON P. SHORT & SON

GENERAL CONTRACTORS

We Specialize in All Types of Asphalt Roads

P. O. Box 1107

Phone REgent 2-8412

PETERSBURG, VIRGINIA

The Standard Engineering Corporation

ENGINEERS & CONTRACTORS

BRIDGE REPAIRING

1743 WESTERN AVE.

ALBANY 3, N. Y.

*This student body
has a message for YOU*



The message is simply this: your help is needed to halt the slaughter that last year saw nearly 120,000 school-age children injured or killed in traffic accidents.

You CAN help . . . by driving slowly, alertly, carefully near schools. Always remember—the way you drive may keep a child alive.



Be careful—the child you save may be your own!

Virginia-Carolina Freight Lines, Inc.

MARTINSVILLE, VIRGINIA

one of the eight highway construction districts in the state.

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.

Best Wishes to

Commissioner H. H. Harris

and to the

Virginia Department of Highways

**S. T. WOOTEN
CONSTRUCTION
CO., INC.**

HIGHWAY • CONSTRUCTION

WATER • SEWER LINES

STANTONSBURG
NORTH CAROLINA

JARRELL OIL COMPANY, INC.

Distributor of Sinclair Petroleum Products



JARRELL TRUCK TERMINAL

26 Miles North of Richmond on U.S. No. 1

RUTHER GLEN, VIRGINIA

*Dedicated to Progressively Finer Highways
for Virginia and Virginians*

MARKS-RUNIONS CO., INC.

General Contractors

CLARKSVILLE, VIRGINIA

Felicitations and Best Wishes to Commissioner H. H. Harris

CORSON & GRUMAN COMPANY

Highway Contractors

Telephone FEderal 3-3046

33rd & K Sts., N.W.

WASHINGTON, D. C.

Best Wishes to the Virginia Department of Highways

LUKE CONSTRUCTION CO., INC.

General Contractors

INDUSTRIAL — COMMERCIAL — PUBLIC UTILITIES

Phone UL 3-7813

3153 Azalea Garden Road

NORFOLK, VIRGINIA

Be Alert — Stay Alive!

Colonial Motor Freight Lines, Inc.

17th & Byrd Streets

RICHMOND, VIRGINIA

BIRSCH CONSTRUCTION CORP.

Highway Contractors
Grade and Concrete Work

ASPHALT & CONCRETE PAVING

Phone 627-0401

Westminster Ave. & Virginian Rwy. P. O. Box 6026—Milan Station
NORFOLK, VA.

LAMBETH CONSTRUCTION CO.

Highway Contractors

WATER — SEWER

P. O. Box 3364—Phone 272-5205

GREENSBORO, NORTH CAROLINA

McDowall & Wood

Road & Bridge Construction

PHONE DU 9-5504

SALEM

1308 WEST MAIN STREET
VIRGINIA

SLOW DOWN AND LIVE!



WILSON TRUCKING CORPORATION

WAYNESBORO, VIRGINIA

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.

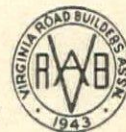
The Governor's statement noted that President Kennedy had proclaimed National Highway Week for May 20-26 and added: "We can find many reasons for observing this same week as Virginia Highway Week."

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.

Slow Down and Live

SMOOTHER—SAFER
SURFACES WITH
PLANT-MIXED ASPHALT



ASPHALT PAVING SERVICE

INCORPORATED

Darbytown Road at C & O Underpass

Box 7508

MI 8-0127

RICHMOND 31, VA.

Wright Contracting Company

General Contractors

Highway and Airport Construction
Drainage, Draining, Sewage and
All Types of Paving

COLUMBUS, GEORGIA

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

AMERICAN ASPHALT PAVING, INC.

60 P Street, S.E.

Phone LIncoln 6-3810

WASHINGTON, D. C.

CLYDE R. ROYALS, INC.

Asphalt Surfacing

GENERAL OFFICE

Rip Rap Road & Thomas Street

HAMPTON, VIRGINIA

Telephone 722-2546

Plant Locations

HAMPTON, TAPPAHANNOCK & EASTERN SHORE

MORE FOR YOUR TAXES IN VIRGINIA



DANVILLE, VA.

MARTINSVILLE, VA.

GREENSBORO, N. C.

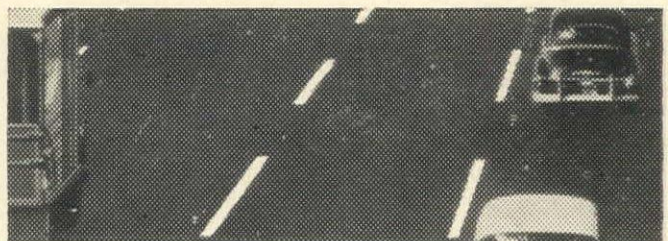
SOUTH BOSTON, VA.

HIGH POINT, N. C.

WITH NEW DEEP STRENGTH
ASPHALT PAVING

WIDER ROADS

FOR THE COST OF NARROW ONES





smart
builders
specify
genuine
**SANFORD
BRICK...**

When architects, contractors and other building specialists specify genuine SANFORD brick, they know they can rely on the *quality* that has earned an international reputation for the Sanford Brick and Tile Company. Strict quality control from clay to completion . . . a choice from more than 225 colors, textures, sizes and finishes . . . and careful shipment by train or truck are some of the important reasons why *you* will benefit by specifying brick from the "Big S" kilns for your next building project.



SANFORD BRICK AND TILE COMPANY

COLON : NORTH CAROLINA

HICKS & INGLE CO. OF VIRGINIA, INC.

Mechanical Contractors

5300 Virginia Beach Blvd.

Phone UL 5-4735

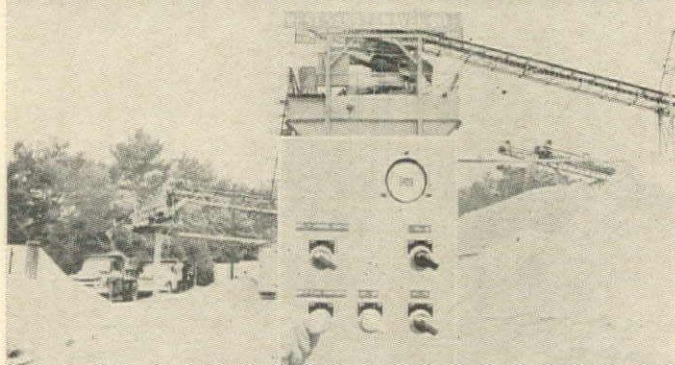
NORFOLK 2, VIRGINIA

WEST PALM BEACH, FLA.

CHARLOTTE, N. C.

OAK RIDGE, TENN.

WEST'S NEW AUTOMATIC GRAVEL BLENDER



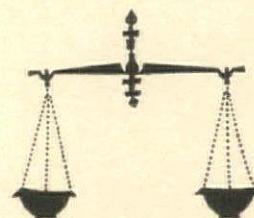
**ASSURES YOU A SUPERIOR,
MORE ACCURATELY BLENDED
PRODUCT
AND FASTER LOADING**

CAN BE PRE-SET TO MEET ANY
EXISTING OR FUTURE V.D.H.,
A.S.T.M. OR YOUR OWN
SPECIFICATIONS EXACTLY.



WEST SAND AND GRAVEL CO., INC.

2801 RADY STREET, RICHMOND, VIRGINIA MI 8-8307



Perfect Balance

SMALL enough to give prompt personalized service.

BIG enough to supply technical "know how"
and assured supply.

LEADING Independent Virginia Supplier of Kerosene,
No. 2, No. 4, No. 5 and No. 6 Fuel Oil.

PETROLEUM MARKETERS, INC.

P. O. Box 1656, Richmond, Virginia

Phone MILton 8-7281

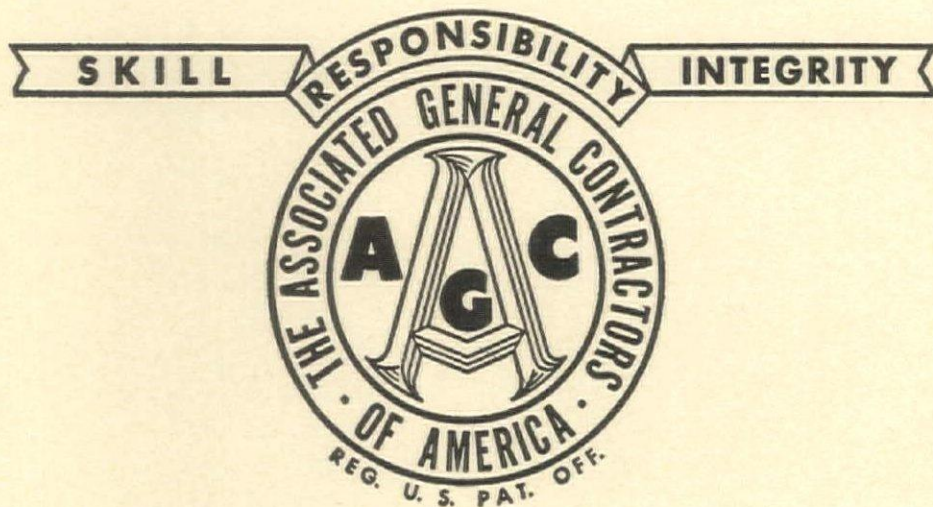
R. G. ROOP, *President*

H. GODWIN JONES, *Vice President*

LUCIUS F. CARY, JR., *Vice President and Sales Manager*

VIRGINIA A. G. C. REVIEW

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



FEATURING:

1962 VA. BRANCH OFFICERS

WISE CONTRACTING CO., INC.

RICHARD E. PHILLIPPI, INC.

MASSAPONAX Sand & Gravel Corp.

READY-MIXED CONCRETE
WASHED SAND AND GRAVEL

Main Office & Plant
Fredericksburg, Virginia
Phone ESsex 3-3841

Distribution Terminal

TRIANGLE, VIRGINIA
Phone TRojan 5-5645

J. B. WINE & SON General Contractors



STAUNTON, VIRGINIA

Gannaway Construction Company, Inc.

802 West Pembroke Avenue
HAMPTON, VIRGINIA
Phone PArk 2-2591

H. C. Jones Construction Co., Inc.

Specializing in the Construction of Motels

Va. State Reg. #4127

Phone 448-5166

P. O. Box 1904

MYRTLE BEACH, SOUTH CAROLINA

CONTRACTORS BONDS
AND INSURANCE

"Your Security is in Insurance"



SECURITIES INSURANCE CORPORATION

Reginald M. Wood · Robert D. Saul · Earl W. Keys · William S. Trinkle
Boxley Building, S. Jefferson St. Roanoke, Virginia DI 2-3114



(Aufenger Studios)



(Deyrie Studios)

Above, Mr. Schenck. Top right, Mr. Martin. Below right, Mr. Showalter.

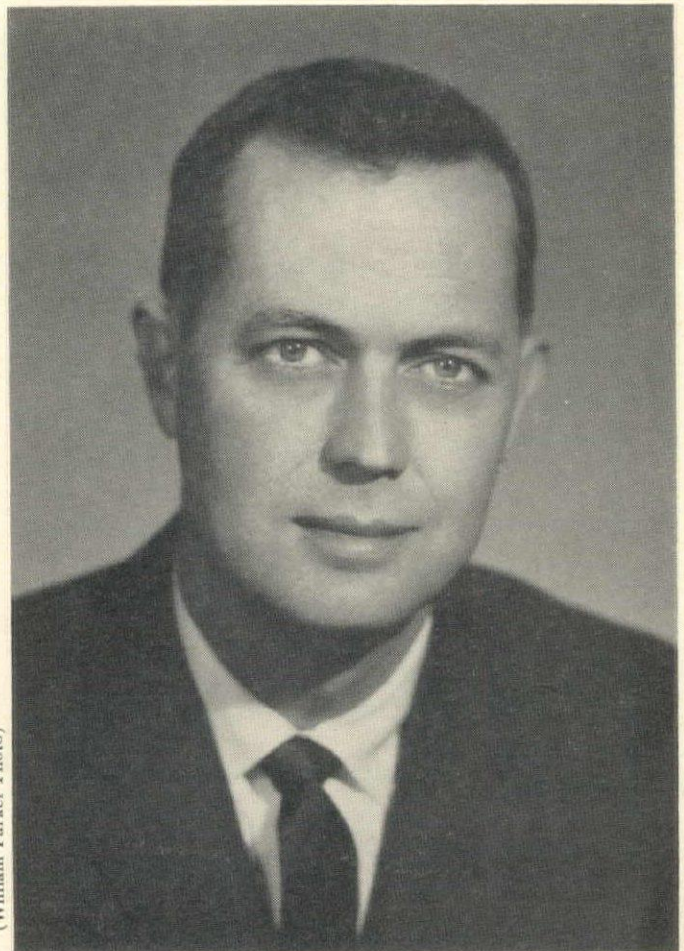
Virginia Branch, AGC, Elects Officers

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- (Continued on page 43)

(William Parker Photo)





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.

PAGE THIRTY-SIX

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, water-proofing
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

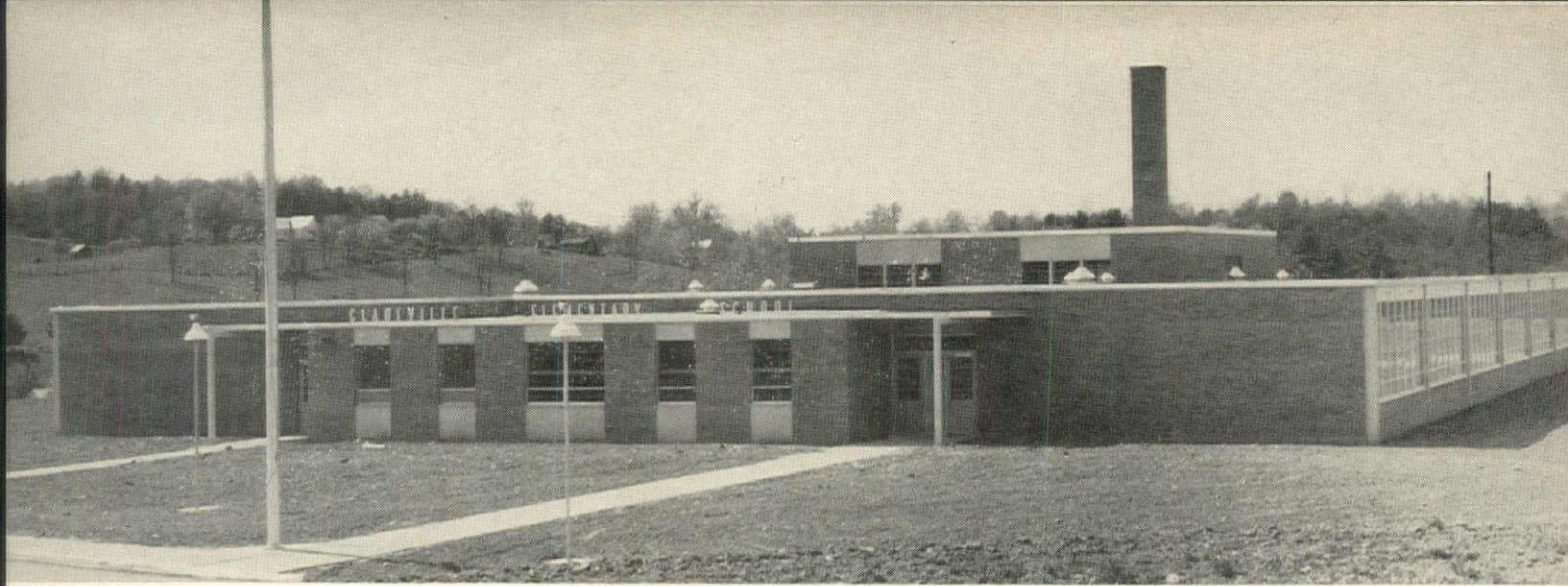
VIRGINIA RECORD

JUNE 1962



(Farabee's Studio)



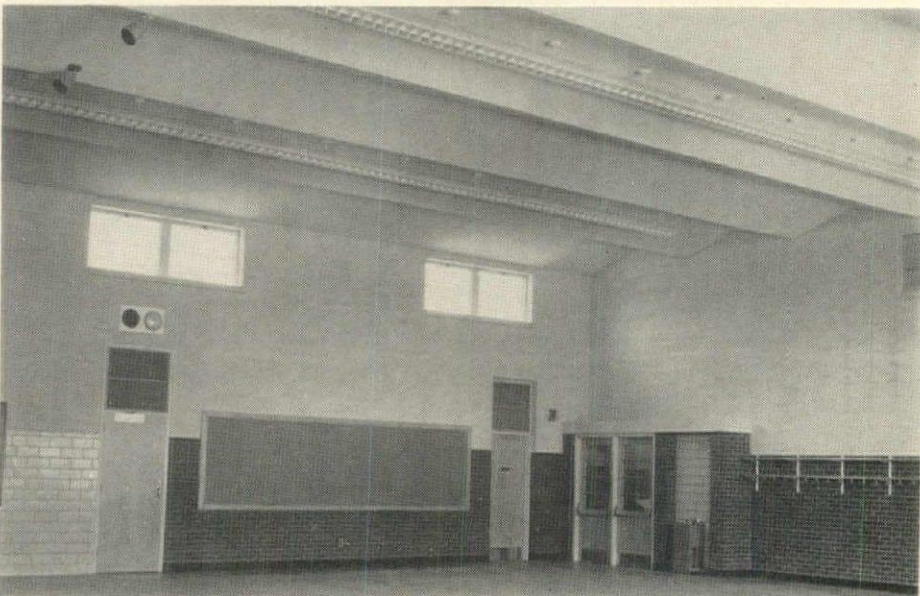
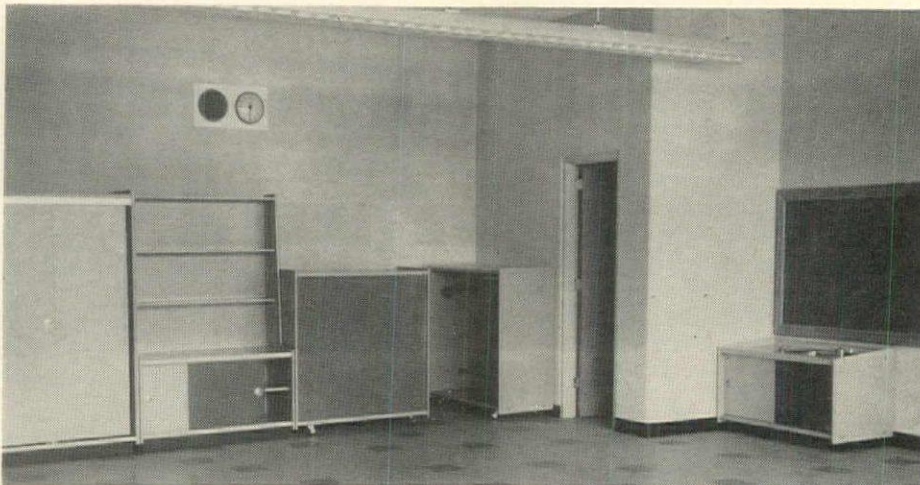


GLADEVILLE ELEMENTARY SCHOOL

RICHARD E. PHILLIPPI, INC.
General Contractor

**ECHOLS-SPARGER
& ASSOCIATES**

Architects & Engineers



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, multi-purpose 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 Mosai 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 convectors.

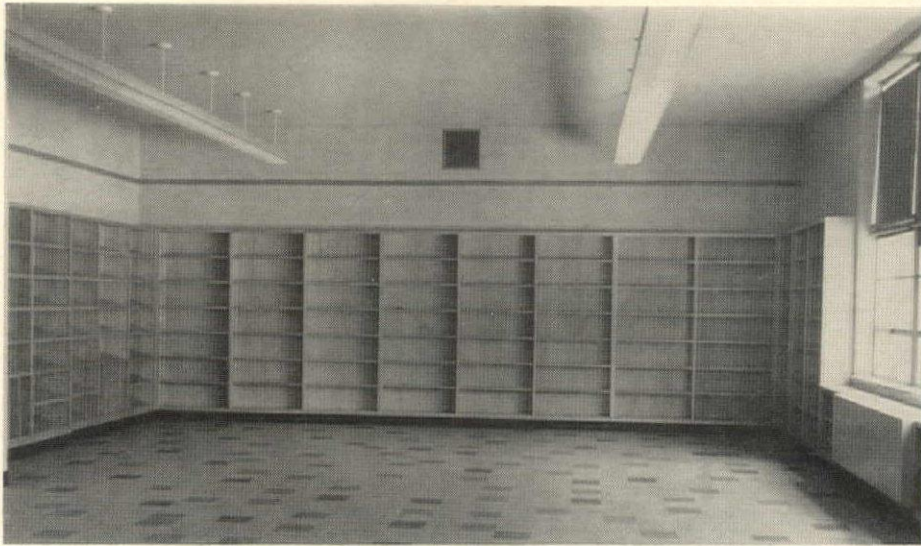
Fluorescent lights were used for the lighting system throughout.

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-



dents' 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.

SUBCONTRACTORS AND SUPPLIERS

BERRY & ROBERTS, CONTRACTORS

Galax

Excavating

ROANOKE IRON & BRIDGE WORKS, INC.

Roanoke

Steel

TRUSCON DIVISION, REPUBLIC STEEL CORP.

Richmond

Steel Roof Deck

Windows

VALLEY ROOFING CORP.

Roanoke

Roofing

ECONOMY CAST STONE CO.

Richmond

Stone work

PITTSBURGH PLATE GLASS CO.

Roanoke

Glass and glazing

TILLEY PAINT CO.

Pulaski

Painting

GENERAL SHALE PRODUCTS CORP.

Richlands

Structural tile

W. MORTON NORTEN & CO., INC.

Richmond

Acoustical

Resilient tile

JOE RAINERO TILE CO., INC.

Bristol

Ceramic tile

SKYLINE LUMBER CO., INC.

Roanoke

Millwork

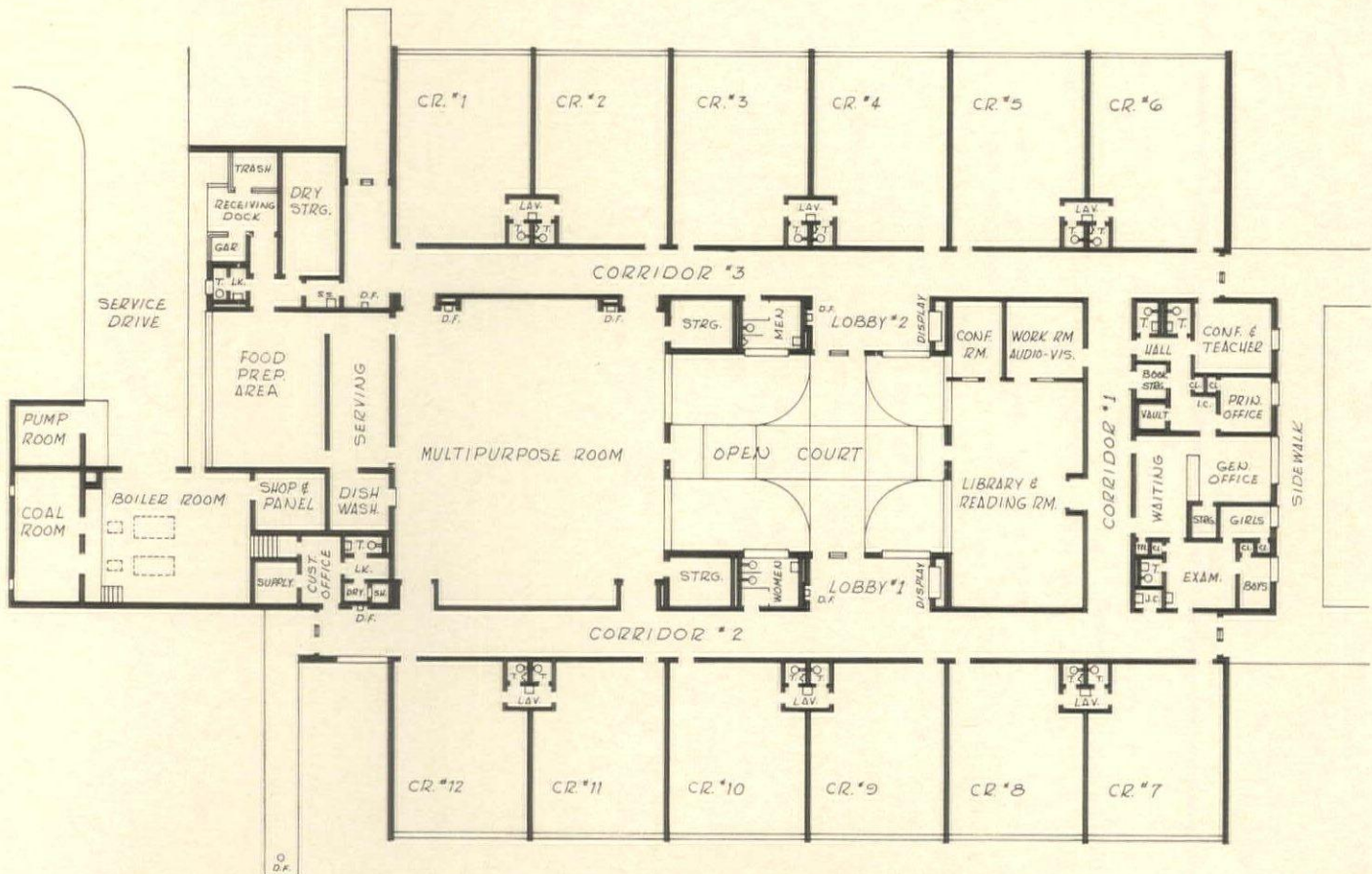
D. W. ALLEN & SON

Hillsville

Electrical work

Plumbing

Heating



FLOOR PLAN

0 5 10 15
SCALE

R. L. THOMPSON

ELECTRICAL CONTRACTOR

Plumbing - Heating

POST OFFICE BOX 404 — TELEPHONE 357-7121

Smithfield, Virginia

Mechanical Contractor for the New Merchants & Farmers Bank,
Featured on Pages 36 and 37.

VALLEY ROOFING CORPORATION

Roofing and Sheet Metal Contractors

Commercial and Industrial

2745 Shenandoah Ave., N.W.

Phone DIamond 3-1728

ROANOKE, VIRGINIA

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

The Merchants & Farmers Bank

SMITHFIELD, VIRGINIA

OFFICERS CHARLES C. HOWELL, *President*
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*

Capital \$125,000.00

Surplus and Undivided Profits \$325,000.00

Members F. D. I. C. and Federal Reserve System

Courtesy and Service since 1905

ANDERSON & SHORTER, INC.

Excavating Contractors

St. Reg. #1639

903 Buchanan St.

Phone VI 5-4281

LYNCHBURG, VIRGINIA

Excavating Contractor for Langhorne Plaza
See page 41.

Virginia Perlite Corporation

Manufacturers of PERMALITE—
the leading perlite aggregate for
lightweight plaster and concrete.

Phones:

GLenview 8-4172 — 8-2676

HOPEWELL, VIRGINIA

WOODWAY STONE COMPANY

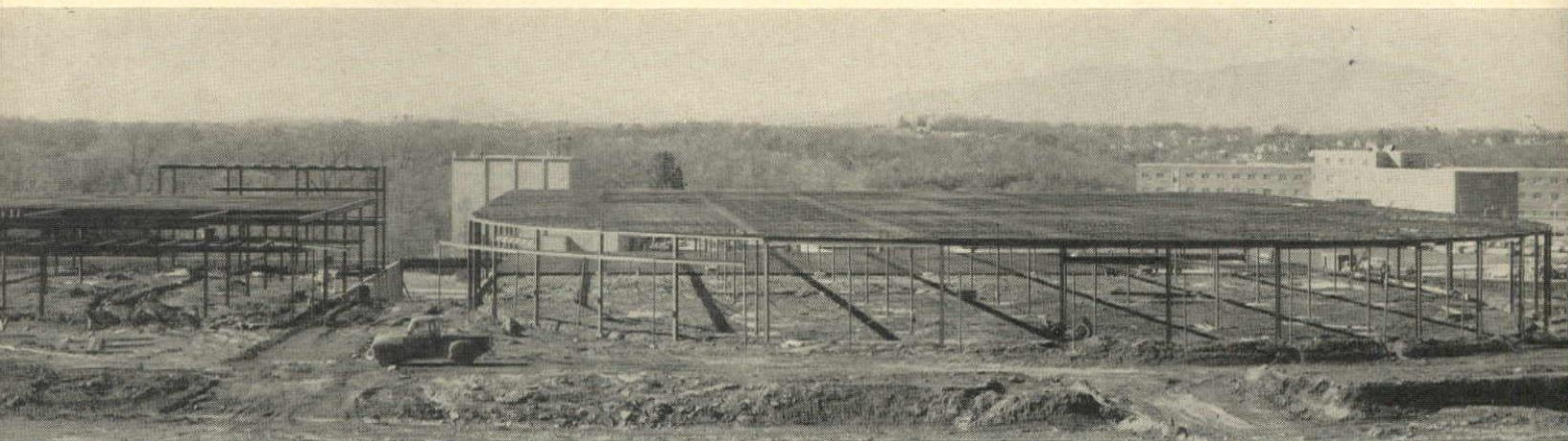
"All Grades of Stone"

AGRICULTURAL LIME
SURFACE TREATING WORK

Phone 358-R

Pennington Gap, Va.

Mailing Address:
Woodway (Lee County) Virginia



Langhorne Plaza Shopping Center Under Way at Lynchburg

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: water-proofing

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

QUEEN'S LAKE Beautiful Home Sites

Featuring both salt and fresh water recreational facilities. Buy a \$4,000 $\frac{3}{4}$ acre completely wooded lot with \$1,000 down and in addition to the lot, you become a part owner of a 62 acre fresh water bass-filled lake, a salt water marina with 25 boat slips, a new community swimming pool, tennis courts, and six acre club site for your enjoyment—all within two miles of Williamsburg off the Yorktown Colonial Parkway on State Route 716, and only 35 minutes from Hampton. Minimum house restricted to \$20,000 for your future protection. Call collect for private appointment which will be arranged for your convenience.

BENSCHOTEN & CARTER, INC.

Exclusive Agents and Developers

Williamsburg, Virginia

CA 9-4741

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.

MR. BULK BUYER:

IT COSTS LESS
TO BUY THE BEST!
WAX & CLEANER FOR FLOORS
SEALS FOR WOOD,
TERRAZZO & CONCRETE
Write for folder
**PERROW
CHEMICAL CO.
HURT, VA.**



SOUND CONSTRUCTION

delivered when promised

Wise Contracting . . . The Company That Changes
Richmond's Skyline!

To List the Buildings Erected by Wise Is To Catalog
the City's Major Commercial, Industrial and
Professional Structures.

Wise Is Known As the Company That Delivers!

Over 57 Years Experience Serving
Industry in the Southeastern States
And District of Columbia.

BUILDERS

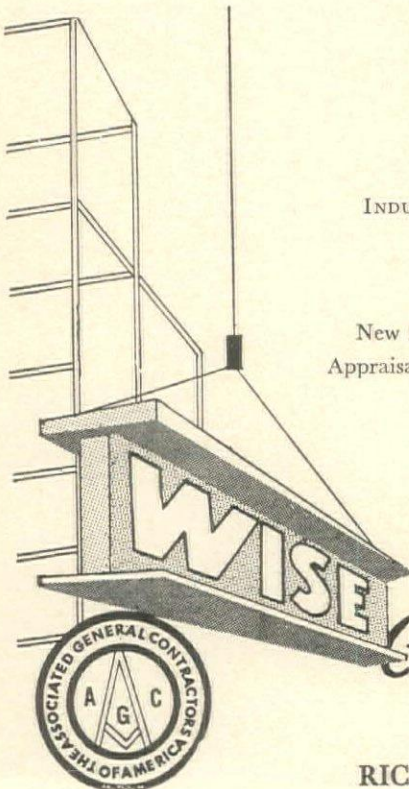
INDUSTRIAL — COMMERCIAL — INSTITUTIONAL

SERVICES

New Construction — Additions — Alterations —
Appraisals and Estimates — Construction Management

Phone 353-3991

2007 Brook Road



*Contracting Company
Inc.*

RICHMOND, VIRGINIA

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

BALLENGER PAVING CO.

GREENVILLE

SOUTH CAROLINA

NEW A.G.C. OFFICERS

(Continued from page 35)

lottesville; Marvin W. Lucas, Luke Construction Co., Inc., Norfolk; Henry S. Read, Virginia Engineering Co., Inc., Newport News; and J. V. Richardson, J. V. Richardson, Inc., Martinsville. Elected as Associate Advisory Directors were Emerson F. Welch, Aetna Casualty & Surety Company, Richmond, and Robert B. Taylor, Taylor Bros., Inc., Lynchburg.

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 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 Luth-

eran 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.

RICHARD E. PHILLIPPI, INC.

General Contractors



WYTHEVILLE, VA.

St. Reg. 1513

QUESENBERRY HOMES

By

QUESENBERRY CONSTRUCTION COMPANY

GENERAL CONTRACTORS

St. Reg. # 1796

BIG STONE GAP, VIRGINIA

NORTHSIDE ELECTRIC COMPANY

*Electrical
Contractors*

RICHMOND, VA.

Subcontractor for Electrical Work
and Supplier of Lighting Fixtures
for Langhorne Plaza. See Page 41.

CORTE CONSTRUCTION COMPANY, INC.

General Building Contractor

St. Reg. # 2612

KIMBALL



WEST VIRGINIA

A. M. TUCK, INC.

Highway Contractors

BRIDGES
CULVERTS

P. O. Box 408

Phone BA 3-5624

GREENWOOD,
SOUTH CAROLINA

WITH APOLOGIES TO THE AUTHOR OF THE GETTYSBURG ADDRESS

(Continued from page 5)

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-

*Felicitations and Best Wishes
to*

*Commissioner H. H. Harris
and the*

Virginia Department of Highways

PAYNE PAVING COMPANY Incorporated

Highway Construction

Phone 286-4571

SCOTTSVILLE
VIRGINIA

*A Salute to the
Virginia Department of Highways
and
Commissioner Harris*

UNAKA PAVING COMPANY, INC.

Highway Contractors

St. Reg. #4062

P. O. Box 1031

Phone WALnut 6-3461

JOHNSON CITY, TENNESSEE

W. T. WELLS CO., INC.

*General Highway
Construction*

ASPHALT PAVING
WATER — SEWER

P. O. Box 1061

Phone WHitchall 2-8848

WAYNESBORO, VIRGINIA

H. A. NUNN

Contractor



VIRGILINA, VIRGINIA

*We Salute
The Virginia Highway Department
and
Commissioner H. H. Harris*

**KENTUCKY
VIRGINIA
STONE
COMPANY**

**Crushed
Stone**

GIBSON STATION, VIRGINIA

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 ante-dated 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"

**STUART M. PERRY
INC.**

Asphalt Division

ASPHALT PAVING OF

ALL KINDS

*Crushed Stone for
All Purposes*

Phone MOhawk 2-3431

Office & Quarry:

2 Miles West on Rt. 50

WINCHESTER, VIRGINIA

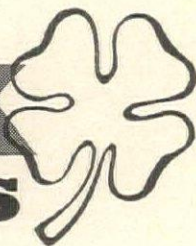
**SAFELY
EFFICIENTLY**



**HENNIS
FREIGHT LINES, INC.**

P. O. Box 612
WINSTON-SALEM
NORTH CAROLINA

Luck QUARRIES



PRODUCERS OF
CRUSHED STONE

FOR

Road and Asphalt Construction

Serving Virginia From Six Convenient Locations

SUNNYSIDE GRANITE
COMPANY, INC.
Richmond, Virginia
BOSCOBEL GRANITE
CORPORATION
Richmond, Virginia
FAIRFAX QUARRIES,
INCORPORATED
Fairfax, Virginia

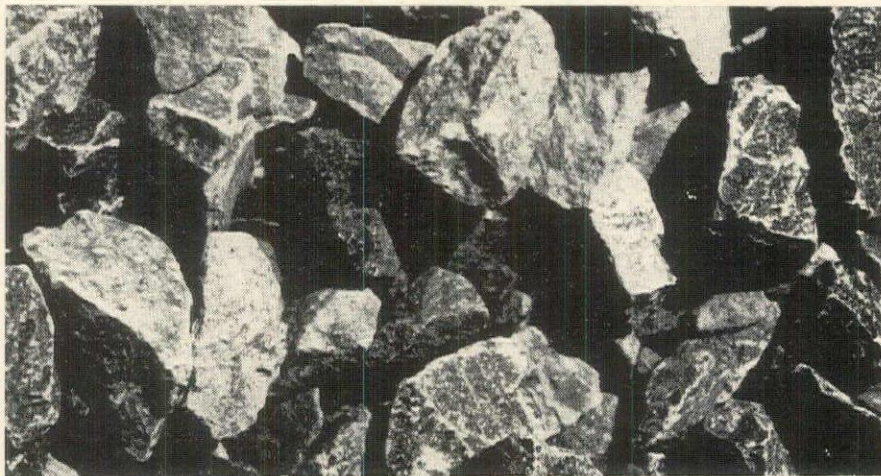
CHARLOTTESVILLE
STONE CORPORATION
Charlottesville, Virginia
BURKEVILLE STONE
CORPORATION
Burkeville, Virginia
AUGUSTA STONE
CORPORATION
Staunton, Virginia

HOME OFFICE

P. O. Box 7218

RICHMOND, VIRGINIA

Phone 353-3901



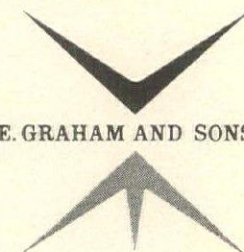
QUALITY CRUSHED STONE FOR EVERY USE

RAPID, DEPENDABLE DELIVERIES

- Rip-Rap
- Screenings
- Manufactured concrete stone

Basic Materials for Modern Construction. Forty Years Service to the Construction Industry.

W.E. GRAHAM AND SONS DIV.



VULCAN MATERIALS COMPANY

SALES OFFICES Raleigh, N. C. Winston-Salem, N. C. Richmond, Va. Danville, Va. Occoquan, Va.

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 obfuscation 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 herewith 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?

Clifford Dawley

ATLANTIC BITULITHIC COMPANY

CONTRACTORS

1400 Roseneath Road

Dial ELgin 9-3276

• ROAD-STREET AND PRIVATE WORK INCLUDING

- GRADING
- CONCRETE PAVING
- ASPHALT PAVING
- MACADAM PAVING
- DRIVEWAYS
- SEWERS
- WATER MAINS
- SIDEWALKS
- STABILIZATION
- PARKING AREAS

Call Us For Estimate

RICHMOND, VIRGINIA

To Virginia — a front runner in the Progress of the South — and the officials of the Highway Department, we pledge our continuous finest efforts in the construction of her vast highway building program of the present and of the future.

SAM FINLEY, INC.

Contractors

All Types of Asphalt Paving

Virginia State Registration No. 896

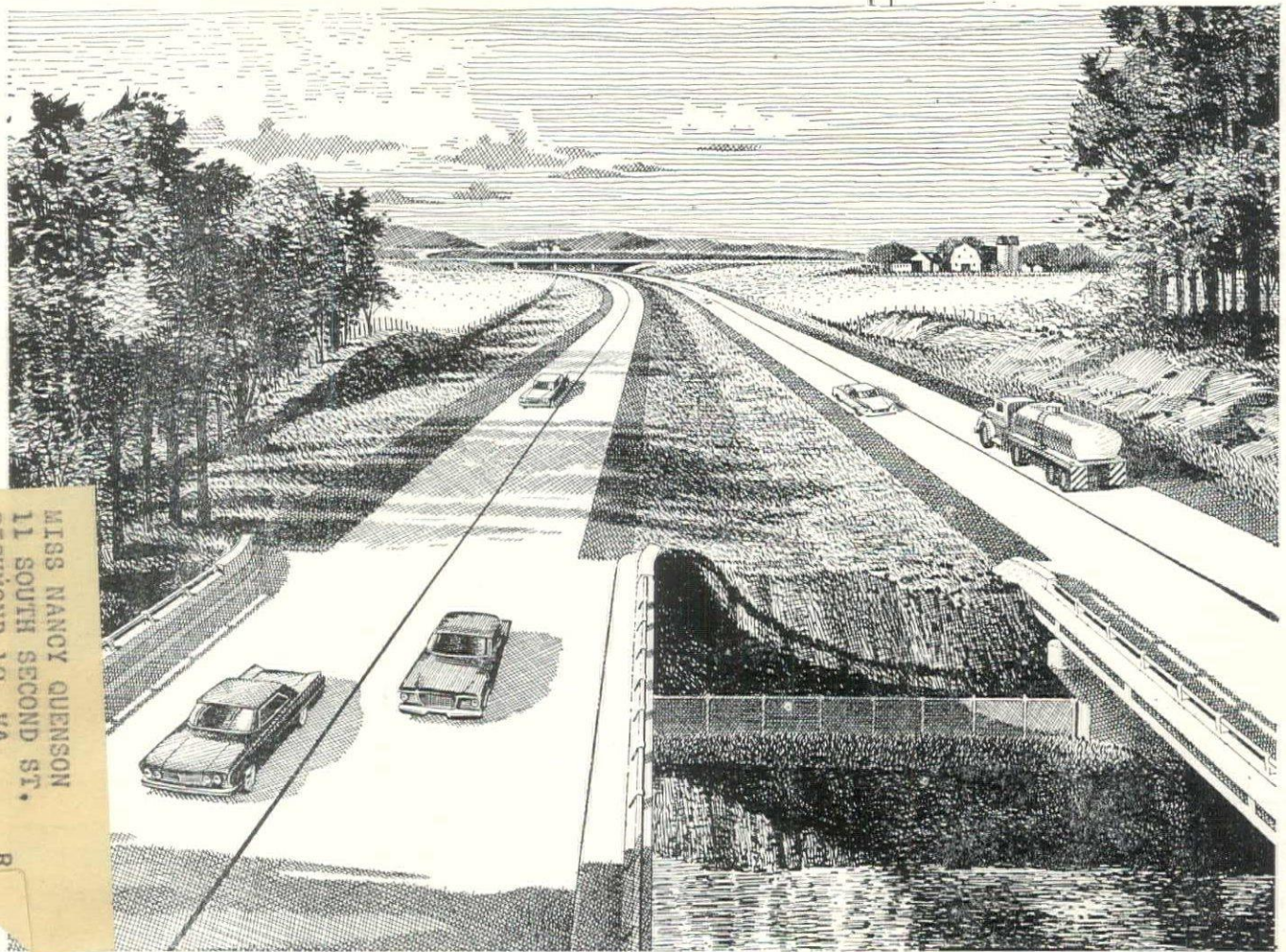
ROANOKE, VIRGINIA

ATLANTA, GEORGIA

No pavement could be stronger even if carved from solid rock!



Interstate highways of new-type concrete give the smoothest ride ever. Laid flat, concrete stays flat.



MISS NANCY QUENSON
11 SOUTH SECOND ST.
RICHMOND 19, VA.

R

Interstate highways, with their new-type concrete, show how to end traffic jams

Roads built for old-style traffic had narrow lanes. There were plenty of blind curves. In hilly country you would sometimes see cars backed up for a mile or more. Trips took far longer than they should.

On new Interstate highways—with wide lanes, clear view ahead and no crossroads—traffic jams promise to disappear, accidents to diminish strikingly.

And new-type concrete adds extra safety and comfort. You can count on concrete's grainy, light-colored

surface for dependable skid resistance, high night visibility—plus the smoothest ride there is.

Furthermore, concrete *keeps* these advantages because it's man-made rock—strongest paving material known. Engineers can actually design highways of new-type concrete to last 50 years and more. Upkeep costs run as much as 60% lower than for asphalt. So every way you look at it, concrete is the preferred pavement for the new Interstate System.

PORTLAND CEMENT ASSOCIATION

1401 State Planters Bk. Bldg., Richmond 19, Va.

A national organization to improve and extend the uses of concrete

FOR HIGHWAYS WITH A SOLID FUTURE

NEW-
TYPE **Concrete**