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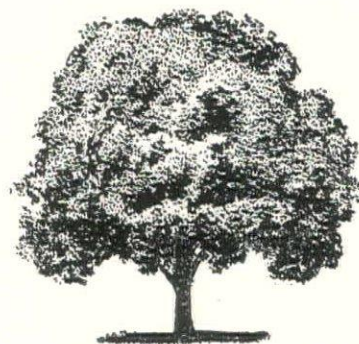
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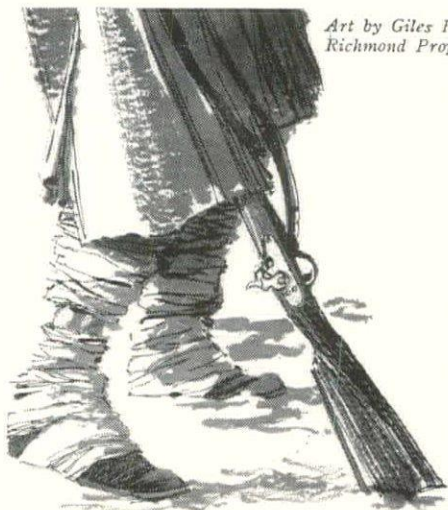
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RICHMOND, VIRGINIA



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CLIFFORD DOWDEY
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Architectural Editor

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SEPTEMBER 1962

NUMBER NINE

The Palace Guard

PART I OF TWO PARTS

IN THE INCREASING DEMANDS in the operations of government, it has become commonplace for elected political officials to make the use of advisers. Ideally these advisers would form an informal general staff, with sections of specialists to coordinate the interrelating operations. However, since the depression of thirty years ago, on a national level a tendency has grown to introduce ideologies in government and the implementation of these political theories has gradually superseded the operation of the nation as a going concern.

When Roosevelt was inaugurated, the economic crisis and morale of the nation demanded immediate, drastic measures. In the expediencies improvised by the dynamic, self-confident president it is little remembered that his original "pump-priming" was designed to help loosen the frozen economy and was, among others, a specific remedy for a specific malady. From this beginning, Roosevelt gradually extended his emergency measure into what might be considered preventative measures against future depressions, introducing along the way the principle that security from want should be a guarantee of all citizens from the cradle to the grave. So quickly did this ideology and the new techniques of undeclared (or "creeping") socialism become a part of the American consciousness and habits that what is now called "a welfare state" has become taken for granted. Few remember that once there existed another America—of the individual.

In causing this fundamental change so quickly, the success of the "New Deal" was made possible by the emergency existing when Roosevelt took office and then by the international crisis of a world war. His successor, Truman, took office while the war was continuing and held office when the laying down of arms was followed immediately by the threat of the Soviet's manifest intention of bringing the world under Communist domination. For a reason never adequately explained, the government was slow and/or unwilling to perceive that in acting as Russia's ally in exterminating Naziism, America had cleared the way for the emergence of another enemy of Western society.

As early as 1944, middle-bracket echelons in the War Department openly talked of Russia as the enemy and expressed an unofficial opinion that the course of wisdom would be to continue across Germany and destroy Russia's military power. In any event, under an ambivalent attitude to Russia and Communism, Truman's "Fair Deal" continued the change toward the socialized state with the added emphasis of "civil liberties." In the gradually encroaching ideology, equality of status was to be guaranteed with cradle-to-grave security.

In 1952, when Americans seemed bored with "Deals" and the "foreign wars" associated with them, the Democratic gang was thrown out and a war hero was elected in the Republican tradition that had elevated Grant to the White House. Though Eisenhower had no political theories to advance, and no name-slogan was coined for his administration, the Republicans then were offered a fine opportunity to halt the expansion of government power into the management of the nation's economy on the unsound spend-tax-borrow theory produced by the sixteen years of Deals. It was also the time, with a war hero who enjoyed

(Continued on page 25)

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by G. Watson James, Jr.	

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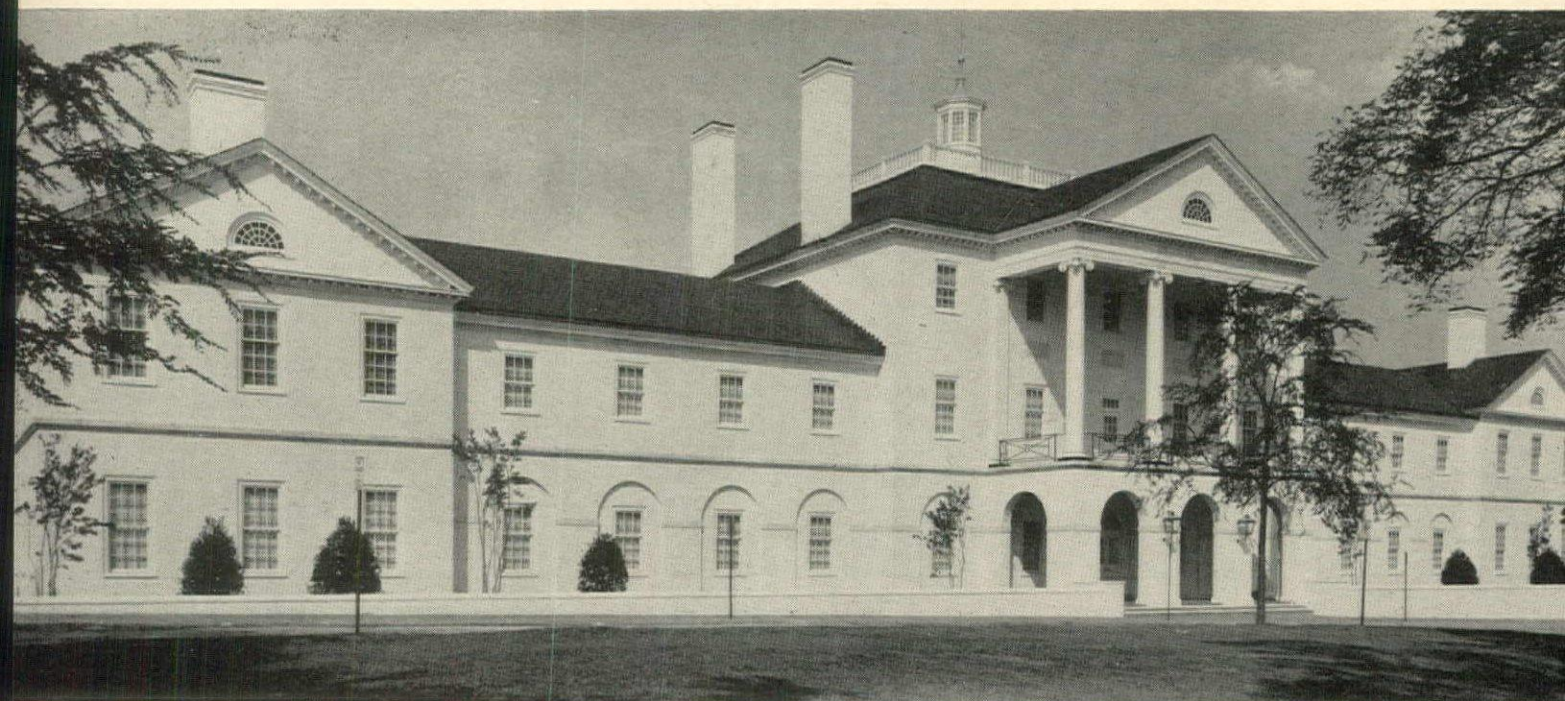
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“VIRGINIA IMAGE” FINDS APT EXPRESSION IN NEW ALBEMARLE BUILDING

VIRGINIA ENGINEERING CO., INC.
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CARNEAL & JOHNSTON: Architects
JOHN ROBERTS: Consulting Engineer

● On August 4 and 5, the citizens of Richmond were treated to a public inspection of an unusual, glittering addition to their city's industrial scene—the new general office building of the Albemarle Paper Manufacturing Company.

To the hundreds who attended, the tours were a revelation of what can be done when a happy mixture of enlightened design, expert construction and knowledgeable business management is allowed to take place.

Architects Carneal & Johnston have fashioned a building which, though adhering strictly to the lines of authentic Georgian architecture, nevertheless allows within its walls the most efficient and streamlined administration of a highly competitive business enterprise. This combination of Old Virginia charm with modern commercial demands is a difficult one to carry off, and the success with which it has met in this building is evident wherever one looks.

The new offices resemble a large, porticoed Southern mansion, featuring white brick walls with limestone trim. Floor space in the three-story building approximates 56,000 square feet.

The building occupies a site on Gamble's Hill, famous for nearly two centuries in Richmond history. At the base of the hill remains a section of the old Kanawha Canal to the west. Nearby is the site of the Richmond Armory which burned during the evacuation of the city in 1865.

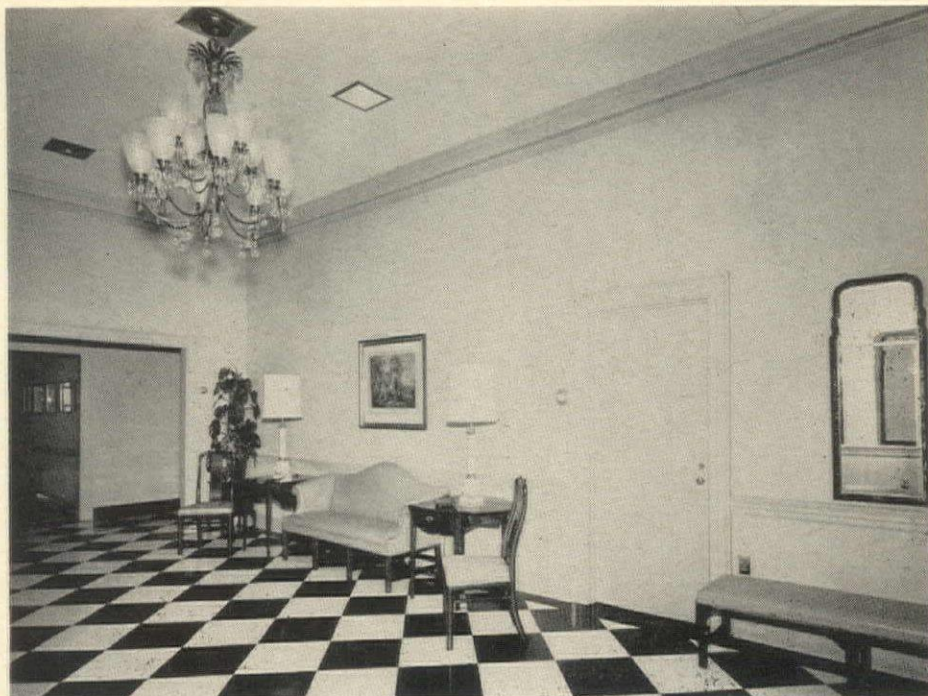
It was on the present site that Benjamin H. Latrobe built the Harvie-Gamble house, an important example



BOARD ROOM

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Virginia Engineering Co., Inc., Newport News, General Contractor, Foundations, carpentry; Garrett & Company, Excavating; Southern Materials Co., Inc., Concrete; C. E. Young Company, Salem, Masonry, structural tile; Old Virginia Brick Co., Salem, Brick manufacturer; Eastern Building Supply Co., Inc., Brick supplier; Globe Iron Construction Co., Inc., Norfolk, Steel; Economy Cast Stone Co., Roof deck; N. W. Martin & Bros., Inc., Roofing, waterproofing; Empire Granite Corp., Stone work; Miller Mfg. Co., Inc., Windows, structural wood, glazing, millwork; Lane Brothers, Inc., Painting; Valley Lumber Corp., Roanoke, Paneling; Manson & Utley, Inc., Weatherstripping; Reid Hayden, Inc., Baltimore, Insulation; W. Morton Northen & Co., Inc., Acoustical, resilient tile; Henry Walke Company, Norfolk, Steel grating; Montague-Betts, Co., Inc., Steel doors and bucks; Globe Iron Construction Co., Inc., Norfolk, Handrails; Morris Hunter, Inc., Lighting fixtures, electrical work; S. H. Guza Co., Inc., Plumbing fixtures, plumbing, air conditioning, heating, ventilating, (Noland Company plumbing and heating fixtures); Woolery Stone Co., Inc., Bloomington, Ind., Limestone; Buckingham-Virginia Slate Corp., Blue-black slate; Virginia Steel Co., Inc., Reinforced steel; Salem Foundry & Machine Works, Salem, Elevator, dumbwaiter; Dillard Paper Company, Toilet accessories; Door Engineering, Norfolk, Rolling aluminum shutters; Pleasants Hardware, Finish hardware; Stationers, Inc., Metal shelving; A. Lynn Thomas Co., Inc., Insulation for piping and duct work; Buffalo Forge Company, Buffalo, N. Y., Fan equipment; Nelson Crumley, Inc., York refrigerating equipment; E. F. Hauserman Co., Furnishing and installing movable partitions; Richmond Paving Service, Inc., Paving. Unless otherwise noted, the above are Richmond firms.



Photos by Dementi Studio

LOBBY

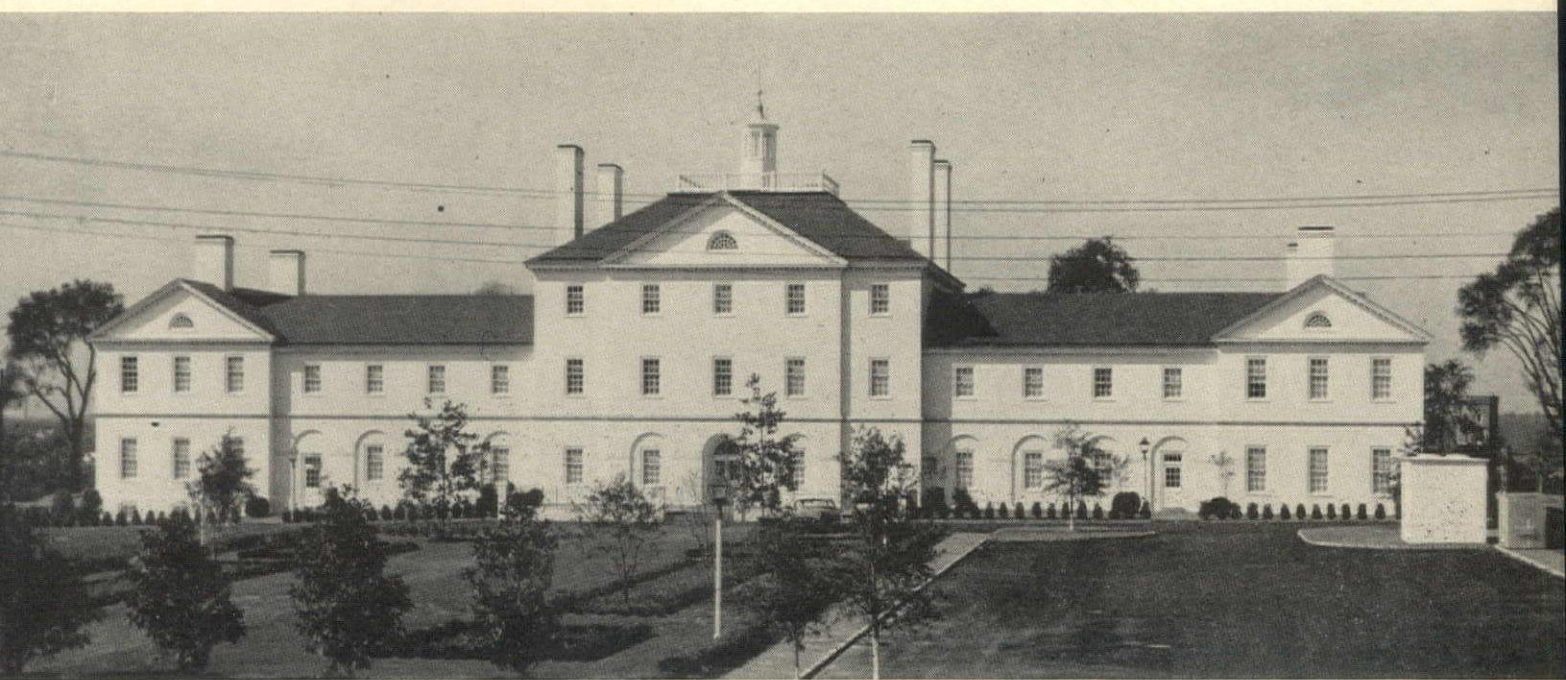
of Federal architecture that was demolished in 1889. Latrobe was one of the most important architects of the republic's early days, and is well-known for his work on the U. S. Capitol and the Roman Catholic Cathedral of Baltimore.

Albemarle Paper Manufacturing Company, founded in 1887, controls the entire sweep of the property which its new building overlooks, extending from the foot of Seventh St. to Hollywood, and from the canal to the river. In 1957 it acquired the old Tredegar Iron Works. Selection of the historic Gamble's Hill site was made, not only for the majestic site it afforded, but for

the possibilities, recognized early, for landscaping the surrounding area to fit the Georgian building that would dominate it. This landscaping, no less than the structure itself, is impressive in its combination of tradition with modern needs.

The new building measures 240-by-59 feet, having a central portico, slate roof and steel frame construction with concrete floors. The entire structure is air-conditioned and fitted with acoustically-treated ceilings and automatic electric elevators.

One visitor to the open-house festivities summed up Richmond's reaction
(Continued on next page)



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Painting Contractors for the New Albemarle Paper Mfg. Co. See Page 4

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Plumbing Contractor for the La Crosse Elementary School and
the Thyne Elementary School Pages 14 and 15

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tion to the building. "For many months," she said, "we and our neighbors have been wondering what in the world was going on up at Gamble's Hill. We knew there was to be some sort of building there, but we had no idea that when it was finished it would be such a *stunning* building. It couldn't be nicer."

Virginia Engineering Company, of Newport News, the general contractor, also shared in the plaudits at the building's opening, for it was this firm which, meticulously and knowingly, translated plans into reality. Working with approximately 30 subcontractors, Virginia Engineering managed \$1.5 million worth of men and materials to produce the finished product on time and as planned, adding another laurel to their 47-year history of quality building construction.

Finally, the management of Albemarle itself must be credited for the shrewd planning and sense of community responsibility that led to their new headquarters. The firm has provided itself not only a handsome 75th birthday present, but a lasting gift to Richmond as well, rising above the once-scarred area of Gamble's Hill to remind Virginians of their proud past and their hopes for an aggressive, progressive future.

The Albemarle Company has two paper mills, a waterproof paper plant, a multiwall sack plant, a folding box plant and a corrugated container plant in Richmond. Other company divisions include Halifax Paper Co. of Roanoke Rapids, N. C.; Raymond Bag Corp., Middletown, Ohio; Interstate Bag Co. of Walden, N. Y. and the Albemarle Container Corp. of Baltimore.



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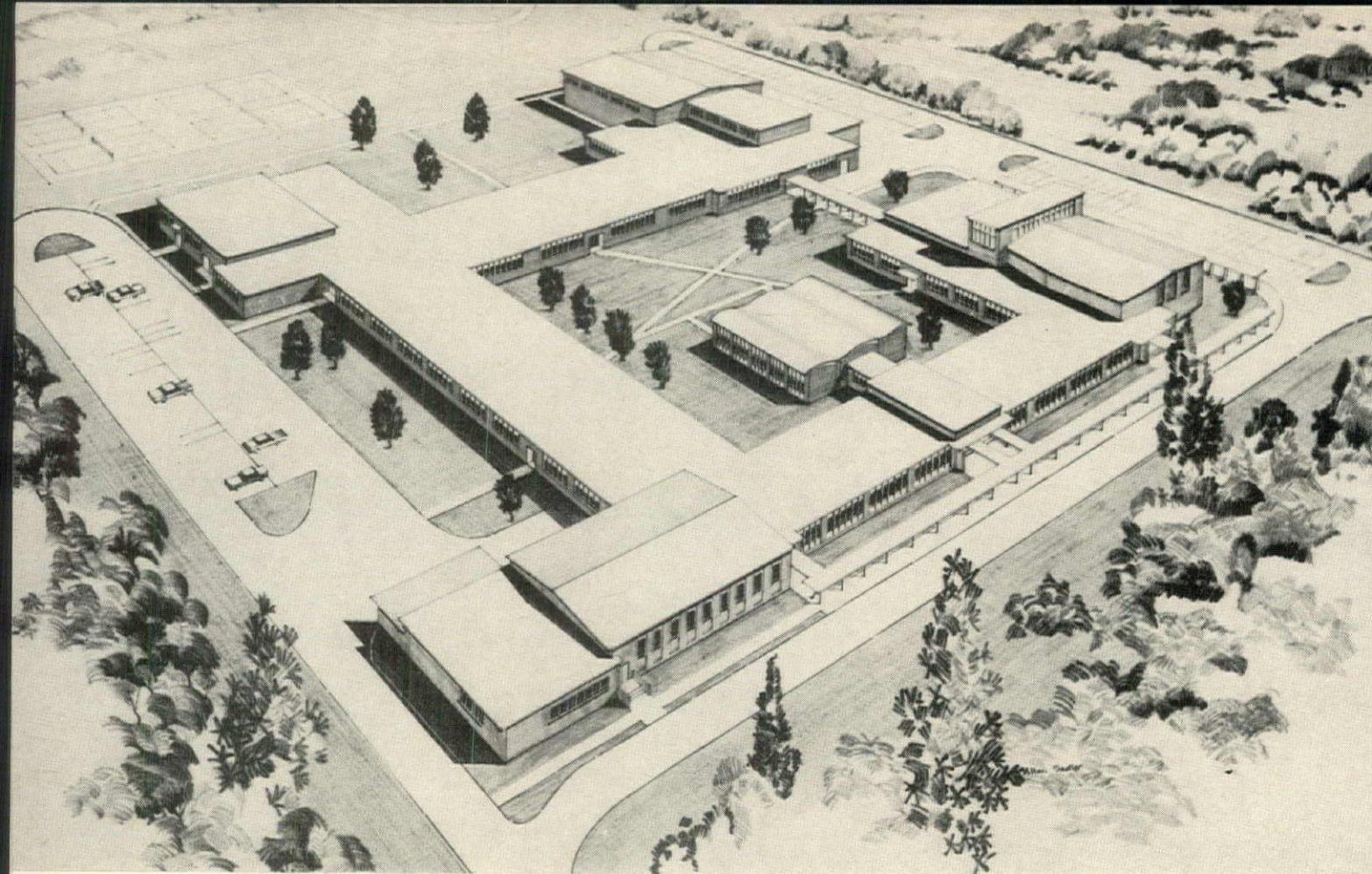
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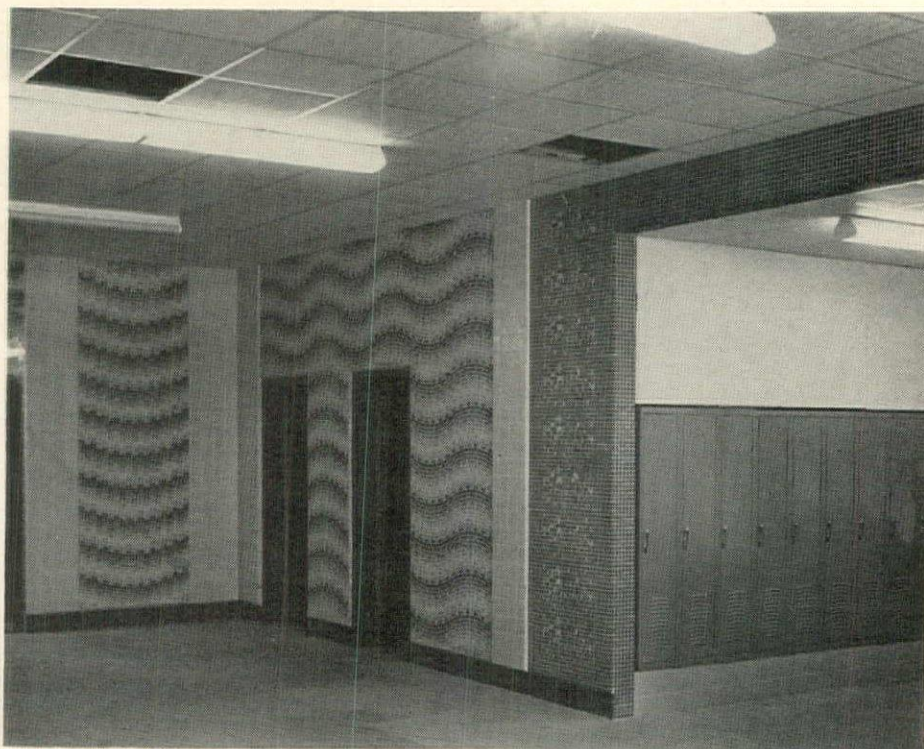
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VANSANT & GUSLER
Mechanical & Electrical Consultants

EDWARD SMALL
Structural Consultant

• This one-story million and a half dollar school building is located in Princess Anne County.

Of multi-unit construction, it covers 130,968 square feet, is built of brick with block interior walls. Roof is built-up, windows are steel and floors are terrazzo and resilient tile.

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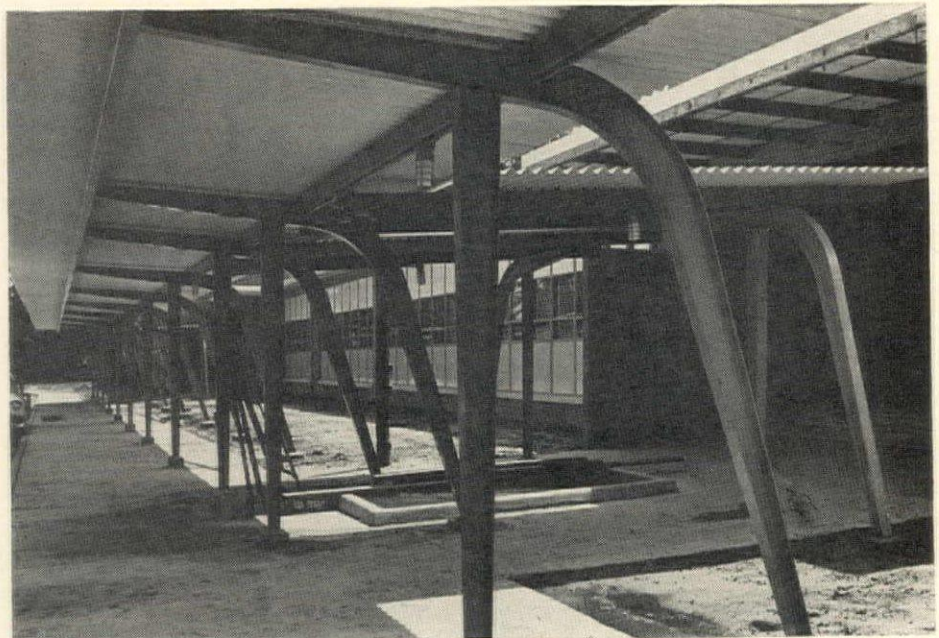
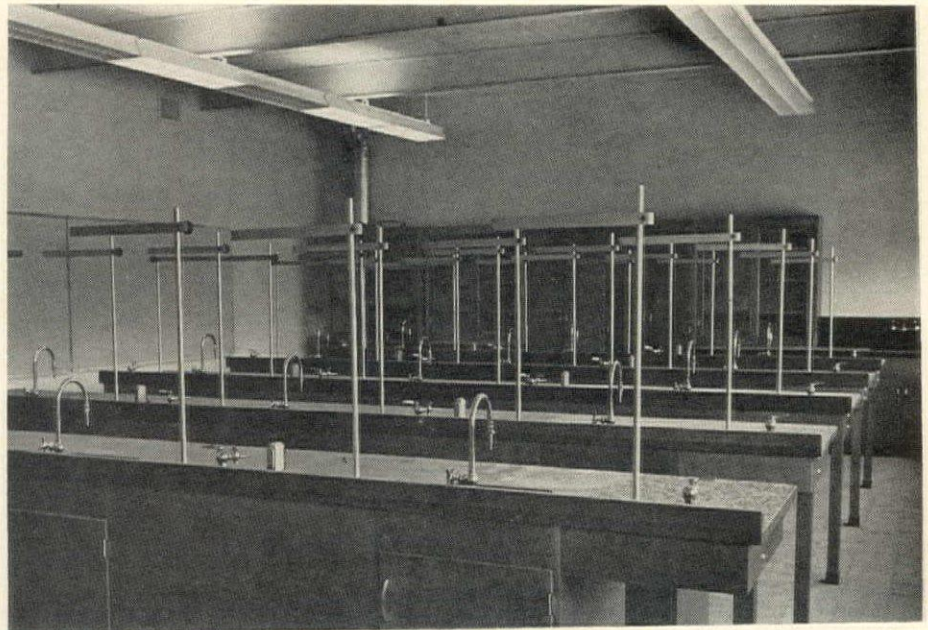
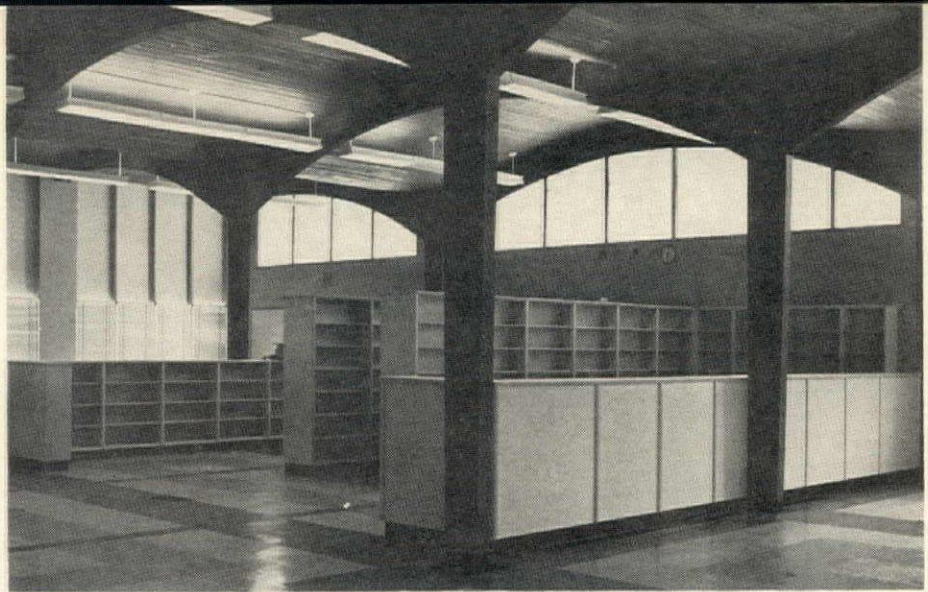
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INC., Richmond
Auditorium seats

All are Norfolk firms unless otherwise noted.



Lower photo, opposite page shows main lobby. This page, top photo: library; center photo: science classroom; bottom photo: covered walk at bus loading area.

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C. W. HUFF, JR., AIA
Architect



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RUFFIN & PAYNE, INC., Richmond
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R. L. THOMPSON, Smithfield
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Plumbing
Heating
Ventilating

(Information, courtesy THE
TIDEWATER NEWS)

● Ground breaking ceremonies for the new half-million dollar Franklin Baptist Church sanctuary were held in June 1959, and a new landmark was added to the skyline when the 56-foot, 12-ton steeple was raised by crane in the summer of 1960.

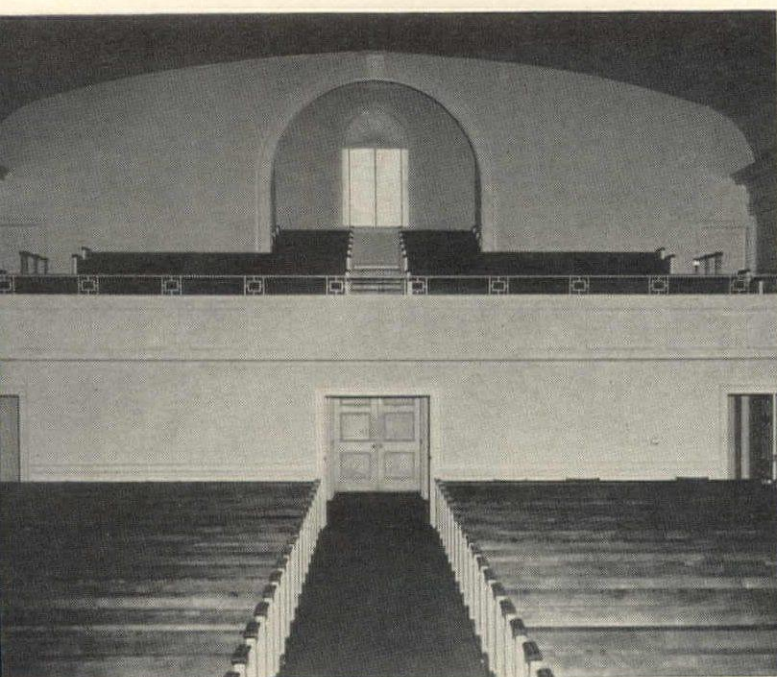
The new building is connected to the old sanctuary by an open cloister, and stands at the corner of Third Avenue and High Street. The old building, used primarily for Christian education purposes, underwent renovation with the addition of the exterior causeway, a Ladies Parlor and other improvements.

Dedication of the 700-capacity sanctuary in February of last year marked the end of 11 years effort by the church building committee. The new building

(Continued on page 12)



The photograph to the left shows the 56-foot, 12-ton steeple being raised by crane. Other photographs show the pulpit, the balcony, and the foyer.



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includes an auditorium, basement fellowship hall, two-story Sunday school quarters with nursery, and an education building at the rear.

Silas S. Kea & Sons, Ivor, submitted the \$438,900 low bid, to which was add-

ed \$57,550 for architects' fee, landscaping, kitchen equipment, Sunday school furnishings, organ relocation, terrazzo in the new vestibule and other miscellaneous equipment, plus 15 per cent leeway to cover any unanticipated costs.

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for Floyd E. Kellam Junior High School, Pages 8 and 9

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General Contractor for the
New Franklin Baptist Church,
Featured on Pages 10 and 11

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Insulating contractors for:
LaCrosse Area Elementary School, and
Thyne Elementary School, see Pages 14 and 15

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- Ceramic Tile, Franklin Baptist Church. See Page 10.

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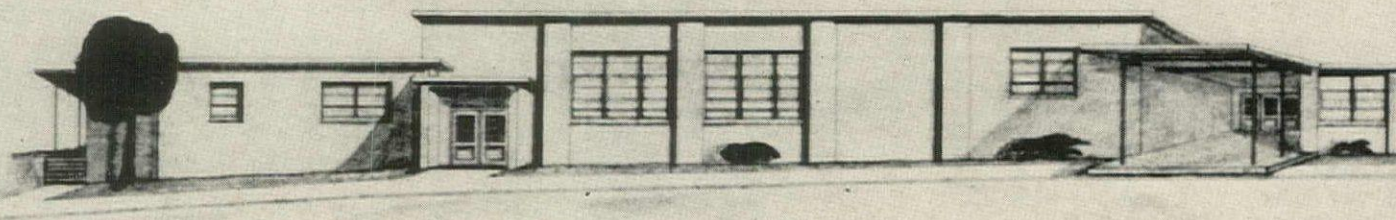
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Concrete Suppliers for • La Crosse Elementary School.
• Thyne Elementary School, Pages 14 and 15.



THE LACROSSE AREA Elementary School consists of 15 class rooms, library, administrative suite, toilets, and multi-purpose room with kitchen.

The multi-purpose room is 60' x 48' and will seat 480 for assembly and 240 for cafeteria seating.

The multi-purpose room, corridors and toilets have terrazzo floors and tile wainscots; the class rooms and all other areas have asphalt tile floors.

All areas have electric heat and all areas, except storage rooms, have fluorescent lighting.

The sewage disposal system is a sewage lagoon type.

The building was designed by Samuel N. Mayo, AIA, Richmond, Virginia and is being constructed by J. E. Burton Construction, Division of Burton & Hanlon, Inc., South Boston, Virginia. The construction cost, including sewage lagoon, is \$284,200.00; \$9.80 per sq. ft.; \$631.00 per pupil.

A. B. Haga is Superintendent of Schools.

THYNE ELEMENTARY

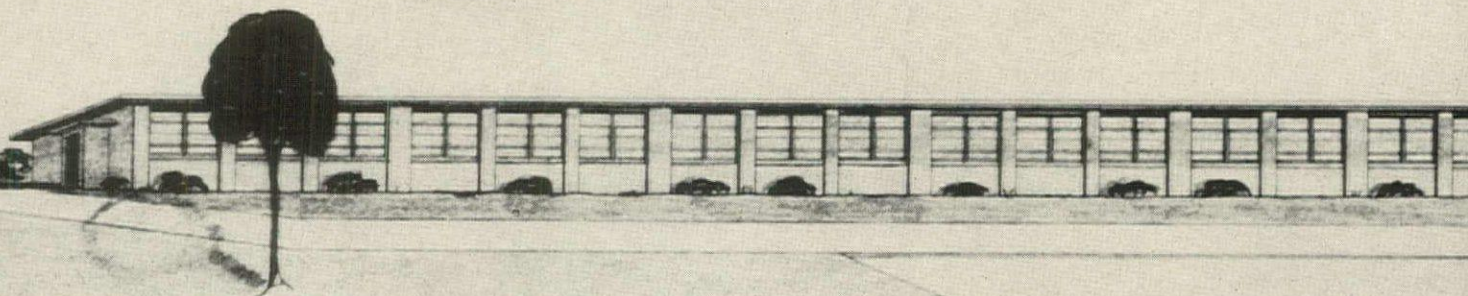
TWO NEW ELEM BY J. E. BURTON DIVISION OF BURTON

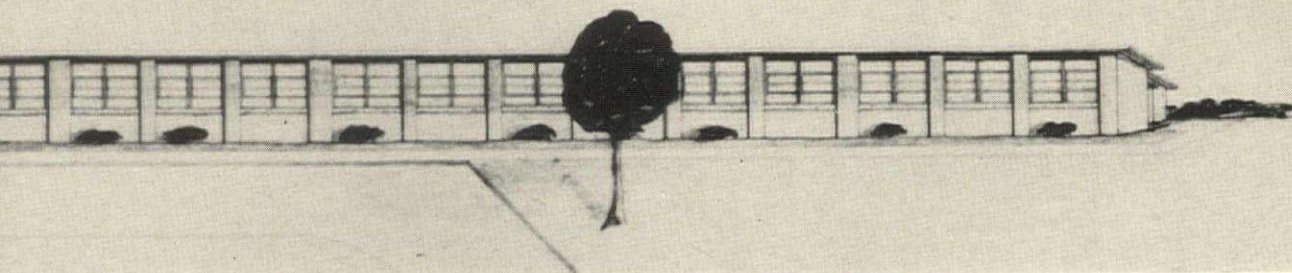
SAMUEL N.

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L A C R O S S E E L E M E N T A R Y





SCHOOL AT CHASE CITY

NTARY SCHOOLS CONSTRUCTION, ANLON, INCORPORATED

,, AIA: Architect
Electrical Consultant



THE THYNE Elementary School consists of nine class rooms, library, administrative suite, toilets, and multi-purpose room with kitchen, and renovations in eight existing class rooms.

The multi-purpose room is 60' x 48' and will seat 480 for assembly and 240 for cafeteria seating.

The multi-purpose room, corridors and toilets have terrazzo floors and tile wainscots; the class rooms and all other areas have asphalt tile floors.

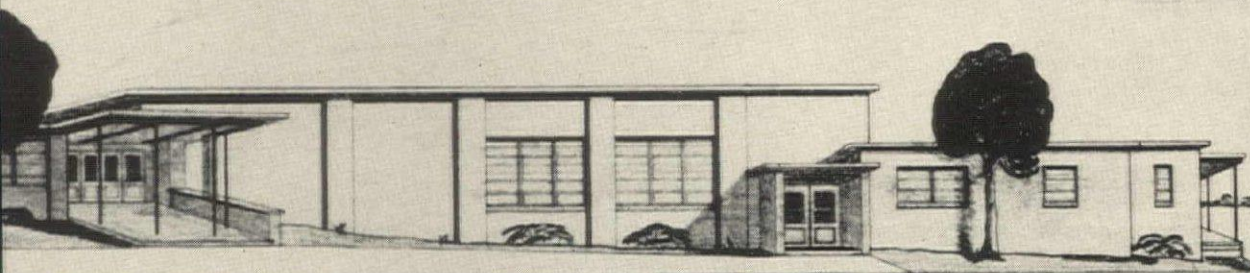
All areas except in existing class rooms, have electric heat and all areas, except storage rooms, have fluorescent lighting.

The building was designed by Samuel N. Mayo, AIA, Richmond, Virginia and is being constructed by J. B. Burton Construction, Division of Burton & Hanlon, Inc., South Boston, Virginia. The construction cost is \$231,577.00.

A. B. Haga is Superintendent of Schools.

(Continued on next page)

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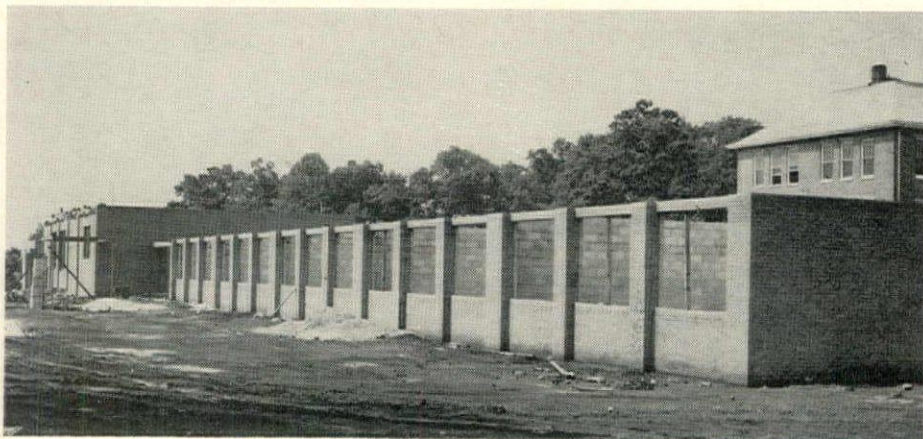
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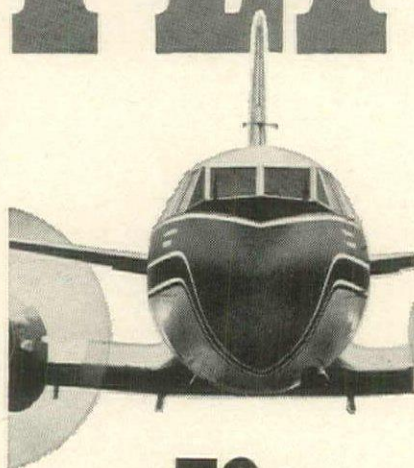
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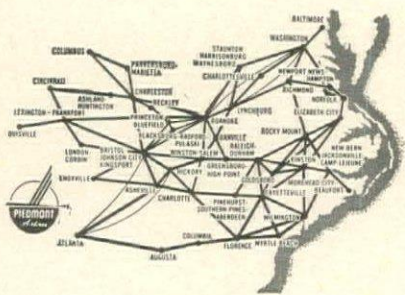
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Albacore	2,109	12	25,308
Amberjack	2,129	21	44,709
Dolphin	1,074	15	16,110
King Mackerel	10,790	18	194,220
Blues	876	2	1,752
Blue Marlin	2	332	664
Cobia	23	35	805
Triggers	1,450	7	10,150
Gray Trout	5	4	20
Sharks	28	100	2,800
Spanish Mackerel	555	2	1,110
Tuna	77	18	1,386
Octopus	5	2	10
Turtle	1	350	350
Flounder	3	2	6
Grouper	116	38	4,408
Rabbit Fish	1	5	5
Sailfish	4	40	160
Barracuda	107	22	2,354
Porgies	516	4	2,064
Wahoo	14	50	700
Grunts	49	2	98
Toads	12	0.5	6
Red Snapper	551	2	1,102
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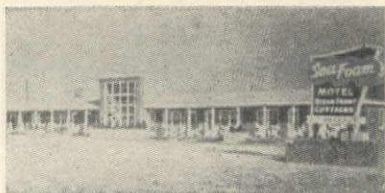
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DEATH!

CIVIL WAR BATTLES

VS.

VIRGINIA'S HIGHWAY TOLL

By G. WATSON JAMES, JR.

In this comparison between the killed and wounded in some of the battles of the Civil War in Virginia with the killed and injured on the highways of Virginia over a period from 1932 to 1959 inclusive, the following authoritative data have been examined:

REGIMENTAL LOSSES IN THE AMERICAN CIVIL WAR by Lt. Col. William F. Fox, USV (printed in 1889); NUMBERS AND LOSSES IN CIVIL WAR IN AMERICA—1861-1865, by Thomas L. Livermore; CAMPAIGNS OF THE CIVIL WAR—STATISTICAL RECORD, by Frederick Phisterer; BATTLES AND LEADERS OF THE CIVIL WAR, a compilation of Union and Confederate Records and personal recollections and OFFICIAL SAFETY RECORDS OF THE DEPARTMENT OF STATE POLICE—1932-1959 inclusive.

IT IS AXIOMATIC that war's primary objective is to kill, maim, destroy property, spread misery and interrupt the normal and peaceful pursuits of a nation's population. It is not to be forgotten that the exposure hazard in war concerns all the population.

On the other hand at the beginning

of the century a crude, mechanical contrivance which we know in general terms today as the *automobile*, made its appearance. What then was its prime function?—to replace shank's mare and the slow moving horse and buggy as a means of transportation—in short, to contribute to man's pleasure, and ease the fatigue of primitive locomotion. It expanded frontiers, brought friends, families and neighbors closer together.

The rapid perfection of the automobile has become a powerful factor in the nation's growth, prosperity, health and happiness—and alas: tragedies! It was never designed as a lethal weapon, and although so used in our three wars during the last 40 years, nevertheless it functioned upon countless occasions to save lives. For example, as a tank it protected the combatants. It rapidly evacuated the wounded and brought food and medical supplies to the front lines. Its safety functions outweighed its lethal propensities in this particular.

But, before we begin our comparison of Civil War v. Virginia highway fatalities (matching killed and wounded against killed and injured), this pre-

mise must be established: (1) The authorities do not agree in many cases on the fatalities in any one battle (2) Union losses are given, and often Confederate only estimated. (3) Confederate records were destroyed and in many instances never reported.

Therefore, every effort has been made to select battles where comparable figures—Union and Confederate—were available. In consequence, many of the major engagements could not be analyzed.

While we have just ventured the opinion that the automobile was not designed to kill, let us examine its recent lethal record in times of peace in Virginia, with the lethal Civil War data, and in so doing remember that the exposure hazard today is only twelve percent of our normal users of the highways so here goes!:

In the first and second battles of Manassas the total Union and Confederate soldiers killed was 4,073 and total wounded 18,592. The total number of persons killed on Virginia highways during the eight-year period (1952-1959 inclusive) was 7,006 or

(Continued on next page)

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almost double the number killed on both sides during the two battles.

Applying the well-established formula that the economic loss to the State for every person killed on the highways is \$29,200; and \$1,500 for each individual injured, the score for the eight-year period is $\$29,200 \times 7,006 = \$207,466,000$ in economic loss. The number injured for the same period, 1952-1959, was $203,548 \times \$1,500$ or an economic loss due to injuries of \$305,322,000.

The Seven Days Battles which were fought June 26 through July 1, 1862 took place in the counties of Henrico,

Charles City and New Kent. The total number of Union and Confederate soldiers killed was 5,212 and 24,323 wounded, according to one of the authorities. In this connection, the total injured on the Virginia Highways in 1953 was 24,783 as against the 24,323 wounded on both sides during the terrific battles in the defense of Richmond. As noted, 5,212 Union and Confederate soldiers were killed, which is but 49 more than the total killed on Virginia highways in the years 1942 to 1947 inclusive.

In the battle of Fair Oaks or Seven Pines (on May 31-June 1) which was a bloody prelude to the Seven Days conflicts, the total killed, Union and Confederate, reached 1,770. This is the exact total number of those who lost their lives on Virginia Highways in the years 1952 and 1954.

By reason of those 1,770 deaths the economic loss to the State totaled $\$29,200 \times 1,770$ or \$51,684,000.

The tragic comparisons build up when 16 battles are analyzed in which are itemized the killed and wounded on both sides. The battles were six in the Seven Days Battle group; Williamsburg, Hanover Courthouse, First and Second Manassas, South Mountain (September 14, 1862), Fredericksburg (December 1862), Chancellorsville and

Fredericksburg (May 1-4, 1863), Wilderness and Spotsylvania Courthouse (May 5-7, 1864), and Winchester — Opequan (September 19, 1864). The score: 21,805 killed and 102,357 wounded. In contrast there were during the period 1952 to 1959 inclusive, in all the Virginia counties in which the major battles were fought ('61 to '65), 57,617 injured in highway accidents: these injured total over one half of the wounded in the 16 battles just outlined.

Again the Safety Records of the Department of State Police further reveal that 22,333 persons were killed on Virginia highways from 1932 to 1959 (inclusive) or 528 more highway fatalities than the total Union and Confederate soldiers killed in the 16 battles.

The total injured for the same span of years was 382,770 or over three and one-half times the number wounded in the 16 battles.

From the standpoint of economic loss to the State by reason of the 22,333 highway deaths (1932 to 1959) the answer is \$652,123,600 and for the 382,770 injured, the economic loss totaled \$574,155,000.00.

For the period 1952-1959 inclusive, 389 persons were killed in six of Virginia's principal cities in or near where

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battles were fought—Richmond, Hampton, Petersburg, Lynchburg, Winchester and Danville. The injured numbered 26,463. This figure is only 245 less than the wounded in the Seven Days Battles and the Battle of Williamsburg.

Virginia's top death toll on the highway was 1,110 in 1941, which topped by 107 the total Confederate and Union soldiers killed at the first Battle of Manassas in July '61, plus the engagement at Hanover Courthouse on May 27, 1862.

Moving across the state's border for a moment, now let us look at the results of the Battle of Gettysburg. The Union and Confederate dead numbered 5,662 and wounded, 27,203. There were killed on Virginia highways 1937 to 1942 (inclusive), plus 711 killed in 1947, a total of 5,667 persons or five more than during the three-day carnage around Cemetery Ridge, and the highway injured in Virginia 1941-1942-1943-1944, or 27,411, topped the Gettysburg wounded by 208 persons.

The exact total statistics on the killed and wounded on the Confederate side will never be known, but Thomas L. Livermore in his *Numbers and Losses in the Civil War in America*, after analyzing estimates and reports by Doctor Joseph Jones, Surgeon General of United Confederate Veterans, arrived at the conclusion that Doctor Jones' estimates based on those of General Cooper, who was Adjutant General of the CSA, should be raised. Also that the figure of 94,000 Confederate killed in action and mortally wounded, as stated by Colonel Fox in his *Regimental Losses in the American Civil War, 1861-1865* should be accepted as a minimum. This in view of "the absence of Confederate reports of actions where large losses must have occurred, noticeably in 1864-1865," as Livermore comments. In the Union Army there were 67,058 killed and 43,012 died of wounds, or 110,070 were killed and mortally wounded upon authority of the statistician of the War Department in Washington.

There were 38,200 highway fatalities in the 50 States of the Union, as reported by the National Safety Council for 1960. The 38,200 fatalities mentioned above represent 40.6% of the total number (94,000) of Confederate soldiers killed and mortally wounded in the War. If we combine the total killed and mortally wounded on both sides, i.e., 94,000 Confederate, 110,070 Union, or 204,070, the number of highway fatalities in the nation for 1960 represents 18.7% of the killed and mortally wounded during the tragic years of 1861-1865.

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THE PALACE GUARD

(Continued from page 3)

prestige in Europe, to clarify a position *vis-a-vis* the Communist power and take an affirmative stand. Instead, of course, the drift continued with no more direction than an abandoned, waterlogged vessel in a storm.

The Republicans discovered that Americans cottoned to this welfare business and had grown indifferent or blind to the consequences of the spend-thrift money policies. From Russia, they wanted only peace, and the de-meaning effort toward buying good will was continued. The Republicans refused to affirm the basic principles of the Party or to act consistently upon them. By the end of the eight years—which might be called "The Old Soldiers' Home Deal"—the two parties looked to the voting public like tweed-ledee and tweedledum. The election was to be decided by the superior debaters but, at that, the more engaging personality needed the purblind shortsightedness of the Lower South to tip the balance in the nearest thing to a tie in national voting history.

Though this narrow squeak could scarcely be considered a mandate from the people, the losing side had offered so little different in ideology that it was a matter of giving the people more of the same. Yet, the Democrats were the party of ideology and it would not be fitting, nor dramatic, to continue the drift of the preceding eight years, especially as a major point in the new president's pitch had been the need of dusting off America's world "image."

In restoring the nation's declining prestige, nothing much new was introduced. The Congo came in for special attention, with emphasis on creating overnight nations, and a certain disillusionment was encountered on the results of buying nations to like us, but no new concepts evolved. The ideological experiments centered on the domestic front.

The attitude had been set forth in returning to the Democratic practice of using name-tags. Where Roosevelt and Truman had used the homey colloquialisms of new deal and fair, Kennedy used the loftier "frontier." The less obvious dictionary meaning is of "a border or advance region of thought." In this sense it promised the end of improvisations as well as of drifting. This implied reflection directed toward new concepts in the theories of government, a deliberate articulation of new goals that would open to the American public opportunities of the limitlessness as suggested by the

opening of physical frontiers.

Yet, the major proposals President Kennedy has made for extending new opportunities has been in broadening the areas of welfare, as the attempt to provide medical care for certain age-groups under specific conditions. Taking this to indicate his interpretation of "frontier," it becomes apparent that his notion of new opportunities is to discover new groups to whom public monies can be given through new taxes, new debts *and* new bureaucracies. The important element here is, of course, the new bureaucracies that further the encroachments of government into private areas.

In articulating his concepts, President Kennedy has not forthrightly stated that his goal is the socialization of the United States government. Whether it is or isn't, he has selected for his advisers a group who manifestly regard the ways of America prior to this Administration as old-fashioned and obsolete, founded upon myths and clichés.

This group does not approach that ideal of a general staff, in which specialists coordinate in the operations of government. This group is composed of an "élite," at least so considered by themselves and the president, who function entirely outside the area of *operations*. These are specialists in ideologies, chiefly in *Alice in Wonderland* economics—or, as Morris Ryskind called their theories, "comic book es-

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capas." One of their most publicized spokesmen, Mr. Schlesinger, has recorded himself as to the methods he would favor using in leading the masses to socialism, and by their actions none of them, including the President, has advocated any principle that would lead in any other direction.

Perhaps the aims of this non-elected "élite" were most clearly stated in the vaporings of one of their spokesmen, Walter Lippman. This professional pontificator said, "The wave of the future is social reform and social revolution, driving us toward the goal of national independence and of equality of personal status."

We have heard much of late of the decline of Christianity in this country, the talk of which reached something of a climax after the Court made its ruling on prayer. When Christianity was a motivating force, devout believers tried, or at least wished, to conform their actions to the will of God. "Thy will be done," was said in the simplest prayer, and, "give us this day." In seeking to do the will of God, man asked no more than to be given the day.

In Mr. Lippman we have an individual who professes to know the future. Far beyond asking for the day, he predicts the exact form the future will take. Without even lip-service to God's will, this apostle of the New Frontier declares the will of the socialistic ideologists shall be done. This tells us a good deal about the type of arrogance of the current palace guard and its interpreters. It tells us that the necessary practice of elected officials in selecting advisers can—and seems to seem to have built—an "élite" who, not responsible to constituents, arrogate to themselves the making of history.

If the presumption of this corporate Caesar were not enough, there is the disturbance of having the future charted by persons so deluded by their own privilege as to have forgotten the simplest lessons of the history that preceded them: no wave of the future was ever charted by man. Always the concatenation of social force introduces those imponderables that give man's blueprint for the future a direction, a shape, a form which was not the foreseen intention of any individual. When we have an "élite" so carried away with themselves that they presume to order what shall happen for mankind, ladies and gentlemen, we are in trouble.

(To Be Concluded)

Clifford Dawley



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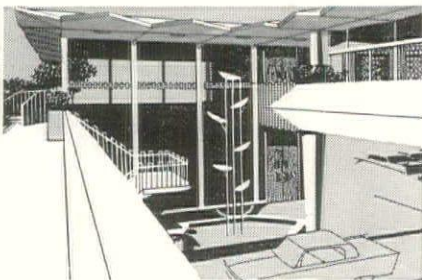
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Folded roof to glamour walls... concrete adds new attraction to drive-in banking



Over 600 cars daily use the drive-up windows. A half million transactions were handled at the Autobank the first year. Tom-Tom Room, to the right of two-story bank lobby, is provided for meetings of Tulsa civic groups. It's reached directly from upper parking deck.

Out of a need for drive-up tellers' windows, as well as parking facilities, came this handsome banking center. Tulsa's First National Autobank is a delightful example of the many ways concrete can combine structural practicality with good design.

Here, concrete plays a major decorative role in many different ways. You see everything from folded plate canopies over the parking arcade to walls and sunscreens in high-style masonry shapes. Drives are black concrete. Upper deck parking area is a hollow-core concrete deck.

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