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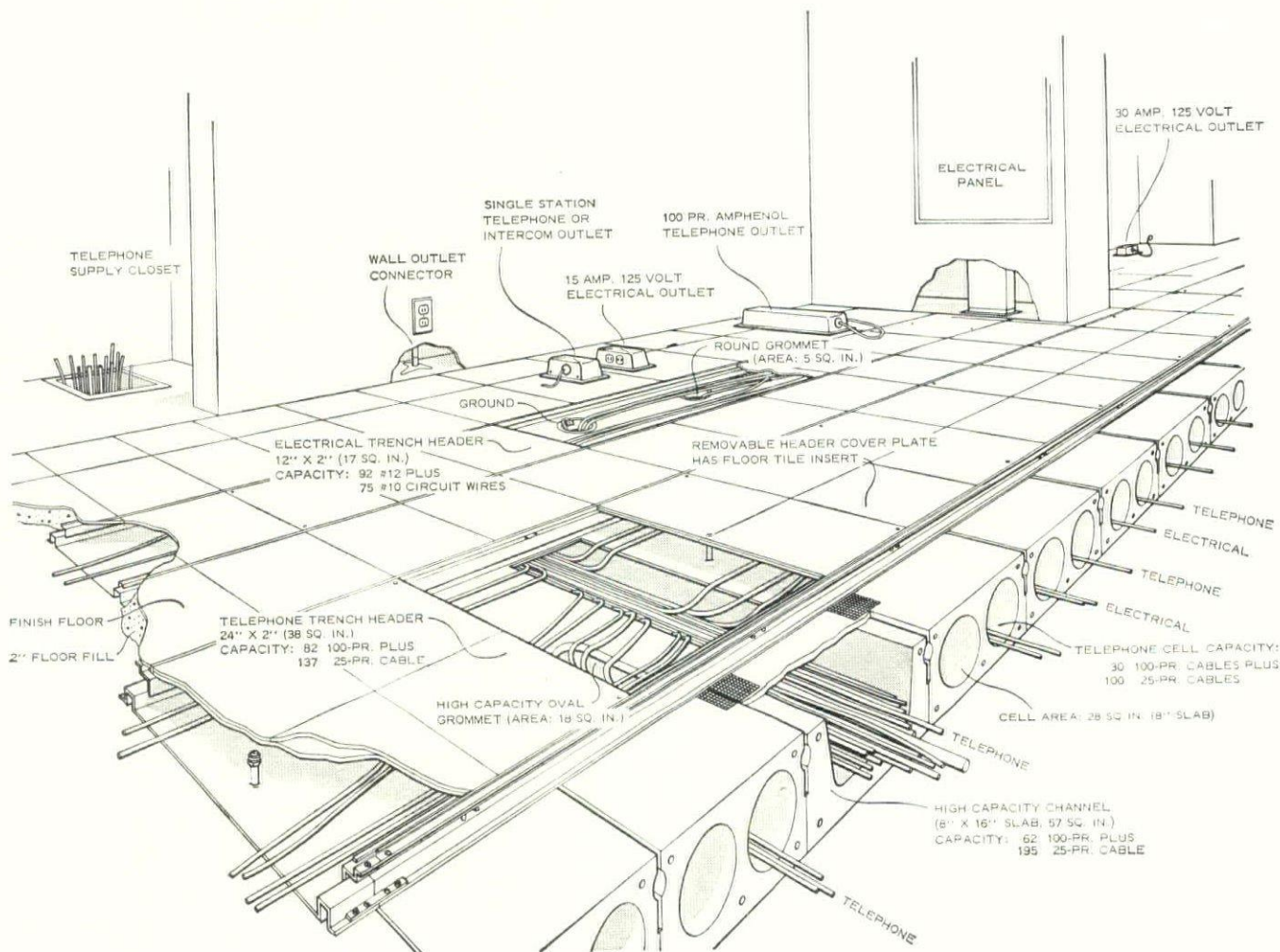
# Virginia RECORD

JUNE 1966

Featuring:

- THE OLD DOMINION'S HIGHWAYS
- A.G.C. REVIEW





## New Raceway System for Telephone Wiring Meets High Capacity Demands of Tomorrow's Office Buildings

Most office phones today carry multiple lines, hold buttons and lights. They are wired with a 25-pair cable that is about half an inch in diameter. Many new offices are installing the new Call Director or Commander phones served by 75 or 100-pair cables up to  $\frac{7}{8}$ -inch in diameter. These systems need big ducts.

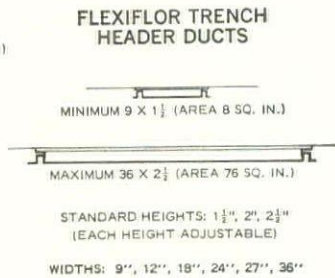
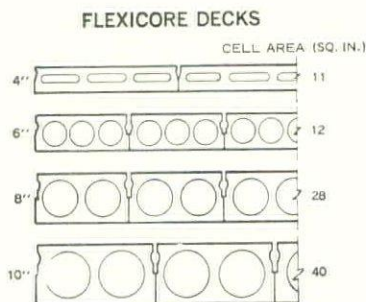
The Flexicore-Flexiflor system shown above offers extreme high capacity through the use of channel slabs, trench header ducts and large cells in the slab. This telephone distribution system is de-

signed to handle 82 100-pair plus 137 25-pair cables, or the equivalent in other sizes. The cables feed from the panel through the channel slab, transversely through the 24-inch trench header duct, then down into the cells of the Flexicore slabs. Wiring can run in either direction to telephone floor outlets located at any point along the cells. Every second cell is assigned to telephone, providing lines of availability only 16 inches apart.

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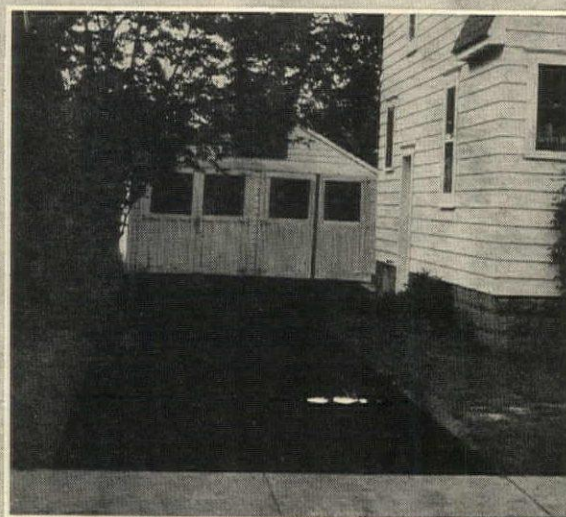
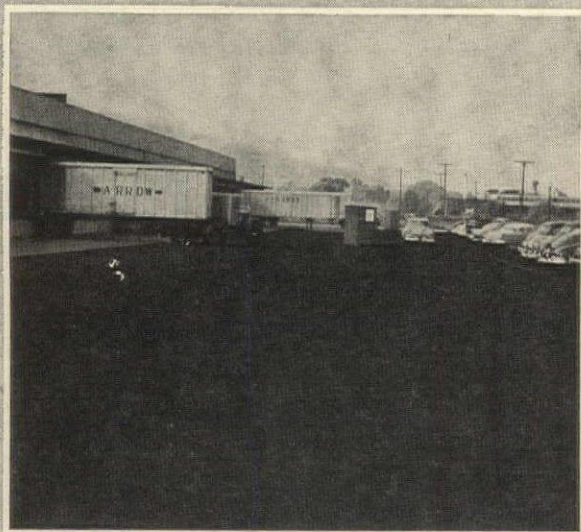
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VIRGINIA RECORD is an independent publication cooperating with all organizations that have for their objectives the welfare and development of Virginia. While this publication carries authoritative articles and features on statewide and local industries,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

VOLUME LXXXVIII JUNE 1966 PRICE 35¢ NUMBER SIX

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The difference made by a few decades is sharply pointed up by the above photo of an early, commonplace, Virginia roadway scene when compared to now *almost* commonplace highways such as the "special mention" award-winning section of Route 95 shown on the cover.

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## "The Patrimony of the Soul"

IN A RECENT ESSAY on "Is God Dead" in *Time* Magazine, one of their oracular pronouncements stated: "Protestant faith now means not intellectual acceptance of an ancient confession, but open commitment—*perhaps best symbolized in the U. S. by the civil rights movement—to eradicating the evil and inequality that beset the world.*" The italics were not in *Time*.

In the same issue of the magazine, a story on education stated that of the 39,000 students at the University of Wisconsin and the 42,000 students at the University of Minnesota, not one Negro belongs to a fraternity, except for an all-Negro fraternity formed at Minnesota. Yet, the religious story claimed that in the "new Christianity, the watchword is *witness.*" (Not *Time's* italics.)

Here we are confronted with a situation in which as "witnesses" to the Christian commitment to eradicate evil and inequality, symbolized by the civil rights movements, 81,000 students in enlightened universities subscribe to the perpetuation of social discrimination against the Negro. As "witnesses" of the new Christianity, these decidedly Northern students would seem a reasonable representation of the nature of the commitment generally made to the eradication of evil and inequality, as symbolized by the civil rights movement. That is, lip service is given to the support of legal and other measures (such as withholding federal money from schools, hospitals, colleges and similar institutions) designed to change the laws and customs in another land—the South.

As part of the approbation of this attitude, editorial and presidential adumbrations made latter-day "martyrs" of the activists who sought sainthood by defying rednecks in Alabama and Mississippi. However, the drift of the contemporary martyrs from redneck-baiting to protests of the government's Viet Nam policy, with defiance of the nation's draft laws, has tended to make even the activists somewhat dubious "witnesses" of the movement that symbolizes the new Christianity. Also, the growing habit of assorted groups to stage mob-scenes in non-Southern regions has tended to remove the holy aura from "demonstrations" that were so fashionable, in the South, only a little more than one year ago.

While *Time* Magazine is scarcely an organ of the intelligentsia, its intellectual level approximates that of the Administration spokesmen and its "commitments" are made to the same gurgling generalities, full of high-sounding utterances and fine phrases supposedly expressing some profound moral imperative. Since the Administration—not aspiring to "speak with the voice of angels"—speaks with the voice of Consensus, then middlebrow *Time* (whose business office obviously keeps the pulse of its audience) is addressing itself to a receptive Consensus in the nation. Totally aside from the practical aspects of the civil rights movement as directed at the South, the appalling element about *Time's* definition of the new Christianity is that the Consensus presumably accepts this definition as an accurate, informed and intelligent observation on their own commitment to the eradication of the evil and inequality that beset—not only America—but "the world."

The nature of any "open commitment" is, by

(Continued on page 36)

# HIGHWAYS

## Lifelines For the Old Dominion

By

ALBERT W. COATES, JR.

*Public Information Officer  
Virginia Department of Highways*

The photo on this page shows a section of Route 95 in Prince William county which won "special mention" in Parade Magazine's 1965 Scenic Highway contest.



FOURTH GRADE PUPIL in Prince William county and the Governor of Virginia in Richmond have said some pretty important things recently about the state's highways.

Governor Godwin called them "Virginia's lifelines."

And the pupil said in a letter to the State Highway Department that his class was studying Virginia and how it grows. This clearly meant that he needed some information about roads, he said.

The Commonwealth does, indeed, grow along the routes of its roads, as pointed up by the commercial, industrial and residential development already beginning to occur along the new interstate highways. Some engineers foresee virtually every interstate interchange becoming a bustling little business community in the years ahead. They're probably not far wrong.

This relationship of good roads to economic prosperity has never been plainer. And never has so much been done to assure the development and improvement of the state's highway system, which now totals some 50,000 miles.

For the economic opportunities it will provide, for the convenience of motorists and—more important than anything—for traffic safety, the state has embarked on a road program of unprecedented proportions.

During these warm days of summer, ripe for construction projects, motorists can't drive far without spotting the dramatic proof. From border to border, huge grading and paving machines are rumbling along paths that will assure safer, smoother travel in the months and years ahead.

Altogether, highway construction costing more than \$300 million is under way—the bulk of it in building the important interstate and arterial highways. The older secondary roads are also being improved. So are many city traffic-ways.

Governor Godwin spoke of the importance of this in his initial address to the General Assembly at mid-day last January 17. Just two days earlier, he had been inaugurated on the south steps of the Capitol. Now, inside, legislators gathered in the hushed chambers of the House of Delegates and private citizens overflowed into the corridors to hear him.

The Governor spoke of the sales tax, and of the importance of strengthening the state's educational programs. And then he spoke of highways.

"Before this body," he began, "I need not detail the necessity of highways generally. They are Virginia's lifelines. No city, county, town or magisterial district can exist without them. In their absence or inadequacy, our industrial plants, our community colleges, our farms and our suburbs are endangered."

The Governor went on to pinpoint much of the problem confronting those who plan and construct Virginia's roads:

"Traditionally, we have built and improved highways in accordance with the gradual shifting and expansion of our population and the commerce it generates, but this process is no longer gradual.

"The interstate system has been a heavy drain on resources we had planned for other uses. It has put new pressure behind the arterial system and feeder roads to fully distribute its potential.

"Urban growth has generated a host of its own peculiar needs. Where interurban traffic must span our rivers, we have had to resort to the inconvenient expedients of toll bridges and tunnels.

"Our people have become accustomed to the speed and



the comfort of the limited access highway, the throughway and the bypass, with their far higher costs of construction."

It was clear, the Governor said in that January speech that new funds would have to be provided for Virginia's highways.

And before adjourning in the early hours of March 13, members of the General Assembly had met the Governor's challenge; they had created new sources of revenue expected to produce about \$63.4 million in the 1966-68 biennium, and had assured continuance of the state's major highway development program

Part of the additional funds will be derived from a 2 per cent motor vehicle sales and use tax, which will become effective September 1. The rest will be provided by transferring state police costs from highway revenue, which traditionally has paid the bill, to the state government's general fund

Few Governors had spoken more urgently of the need for more, better highways.

And few sessions of the General Assembly had written such a distinguished record for the cause of better roads.

Together—the Governor and the legislators—they had recognized the importance of modern highways to the total life of Virginia.

So had the fourth grader in Prince William, a lad not even old enough yet to think about driving a car himself. And so had his teacher and classmates, and countless others like them. And so, increasingly, have most Virginians. They have now seen—and found agreeable—major sections of interstate and arterial roads.

Observers say that the action of the General Assembly in 1966, besides representing response to the Governor's challenge and to the members' own concern, also reflected the thinking of citizens generally.

It is an interesting bit of coincidence that this Assembly action came exactly 60 years after the Legislature had first established a state highway program.

Late in the 19th century, and early in this one, the public was finding that the common policy of local control in construction and maintenance of roads wasn't getting the job done.

A "good roads" convention met in Richmond in 1894, the first gathering of its kind in the Commonwealth. Similar conferences were held elsewhere around Virginia. Citizens wanted to get out of the mud, and they said so.

The 1906 session of the Legislature responded by establishing the first Highway Commission, to serve at first in an advisory role to the counties. And one day in July that same year, P. St. Julian Wilson and a handful of aides moved into two first floor offices in the Capitol building and set up shop for the commission.

Wilson was the first Commissioner. He was joined on the commission by three professors of engineering—one each from Virginia Military Institute, the University of Virginia and Virginia Polytechnic Institute. The professors served without pay in their part-time highway jobs.

For Wilson and his staff, there was an annual appropriation of \$8,000, for salaries, supplies and other expenses. Wilson's staff included an assistant, George P. Coleman, who was later to become Commissioner; a chief clerk, a stenographer and a draftsman.

In 1908, the General Assembly first made state funds directly available for local roads, and, a decade later, the commission was expanded into a department and the Legislature established a 4,000-mile state highway system of main roads.

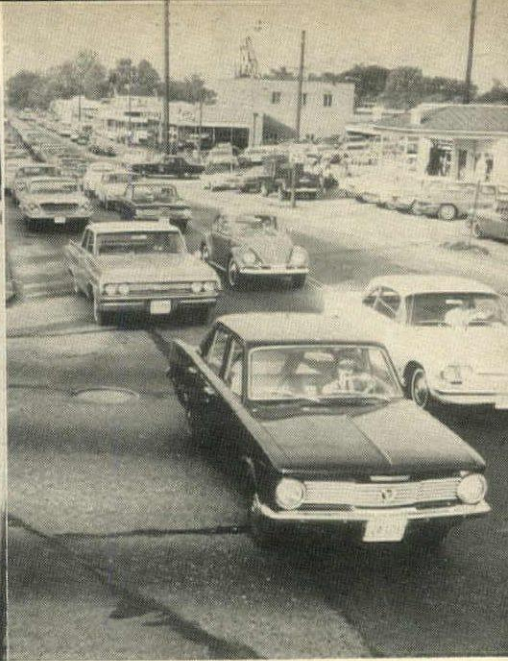
But this wasn't enough, and

(Please turn the page)



Top photo shows a bridge span, assembled on shore then floated by barge to the site, for the new bridge on Route 156 near Hopewell. Next, a familiar sight to users of Virginia's highways—typical Primary highway construction. Bottom photo shows one of many signs of the times with highway construction moving apace across the reaches of the Old Dominion.





### DO YOU KNOW?

92 per cent of intercity travel is by motor vehicle, and 89 per cent of all travelers use automobiles for out-of-town trips.

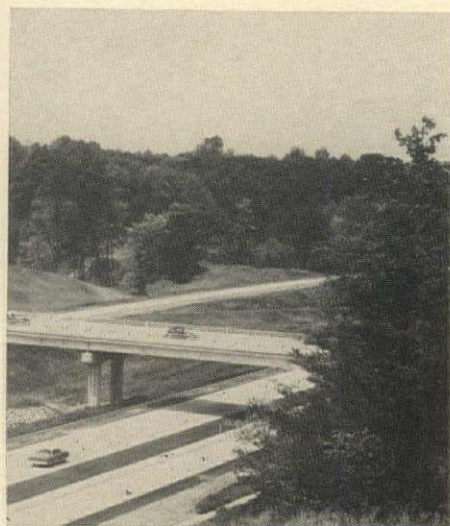
82 per cent of commuting workers use automobiles as their means of transport.

82 per cent of vacationers use their own cars for transportation.

78 per cent of all families own automobiles, and 23 per cent of these have more than one car.

57 per cent of the world's passenger cars are in the United States.





*Problems of congestion (top of facing page), whether urban or rural, are being resolved by Virginia's Department of Highways. Examples of some such solutions are shown in the completed highway construction (bottom of facing page) on Route 360 east of Amelia; a rest area, this one on Interstate 95 in Greensville county (top left); aerial view of Byrd Airport Interchange on Interstate 64 east of Richmond (top right); the interchange at Route 495 and Dulles Airport Road in Fairfax county (center) and secondary road construction (bottom photo) on Route 616 near Amelia.*



in 1932 the state gave counties the opportunity to turn over to the department all of their public roads. Most did, and the state-maintained highway system quickly grew by 37,402 miles of secondary routes.

Today's network of some 50,000 miles is the nation's third largest system of state-maintained highways.

The current highway construction program, bolder than anything of its kind undertaken before, began late in the 1950's, with establishment of the interstate system.

During World War II—and in the years before and after—there was a growing awareness in the nation of the need for a more modern, coordinated system of highways to provide safer, convenient cross-country motor travel. This led to the 41,000-mile interstate system, planned and built by the states, and coordinated by the Federal Bureau

of Public Roads. Virginia's share is 1,056 miles.

But with her population increasing, with more people owning more cars, and with the growing need for industrial expansion, it soon became clear that for Virginia, even the interstate superhighways wouldn't be enough.

Problems facing the highway program became so significant that in 1962 the General Assembly established the Virginia Highway Study Commission, headed by Senator William F. Stone of Martinsville.

For this Commission's use, the Highway Department prepared a comprehensive report on its long-range needs, looking ahead to 1975 and, realistically, proposing only basic improvements on the primary, secondary and urban roads.

The Legislature in 1964 provided some additional revenue for highways and, as another result of the Stone

Commission, approved the development of the arterial network.

Under this plan, 1,738 miles of heavily traveled primary highways are being converted into four-lane, divided facilities. The idea is clear: to put a modern, divided highway within reach of most Virginians.

The 1964 revenue wasn't enough, and a team of highway engineers spent the spring of 1965 studying anew the state's road needs, and updating the report made for the Stone Commission.

**Other factors made the situation more urgent.**

Virginia's population, growing by 100,000 a year, was now expected to reach an estimated 5,350,000 by 1975. The number of motor vehicles owned by Virginians was increasing swiftly, approaching two million. Motor travel in the state in 1965 was going to exceed the 1962 figure by some two billion miles.

Highway Department administrators and engineers packaged all of these findings, and their recommendations, in a now widely distributed report entitled, "A Program of Highway Improvement: 1966-1975."

Commissioner Douglas B. Fugate, in talks to citizens' groups, legislators and newsmen, emphasized that these improvements must be made if Virginia is to possess even a tolerable road system in the mid-1970's.

The eight men who serve with Fugate on the Highway Commission—representing geographic sections of the state—endorsed the report, and urged its adoption.

The key conclusion: that the basic improvements would cost \$329 million more during the nine-year period than the \$2.6 billion expected from existing revenue sources.

Governor Harrison, a staunch supporter of the highway program throughout his administration, spoke of the needs in his final message to the Legislature on January 12, three days before his successor was to take office.

"It is hardly likely that serious debate will develop here on highway needs," Governor Harrison told the General Assembly. "Some may question whether the needs are critical, or the manner of distribution of funds, but I doubt that any member of this body would dispute the indispensability of an adequate system of roads to the continued growth and prosperity of the Commonwealth.

"We render only lip service to industrial development, our industry of tourism and our growing community and technical college system if we do not provide adequate highways," he said.

## VIRGINIA'S HIGHWAY DOLLAR 1966-67

Motor Vehicle Licenses

Misc.

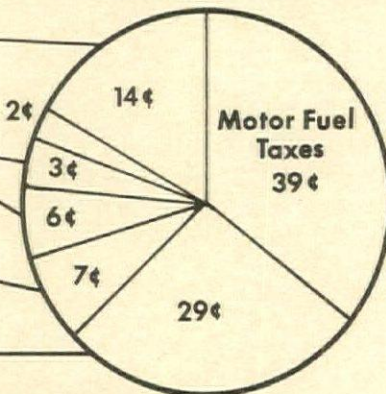
Motor Vehicle Registration,  
Operators' Permit Fee

Motor Vehicle Sales and Use Tax

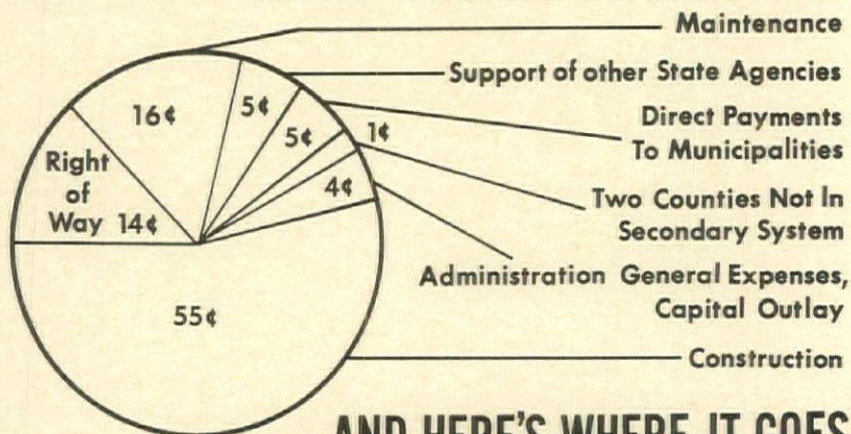
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(Require 50-50 Matching)

Interstate Federal Grants  
(Require 90-10 Matching)



HERE'S WHERE IT COMES FROM...



... AND HERE'S WHERE IT GOES.

Governor Harrison urged additional funds for roads, and recommended adoption of the 2 per cent motor vehicle sales and use tax.

Then, a few days later, Virginia's new Governor—Mills E. Godwin, Jr.—was to speak along lines of similar urgency. And in the passing weeks, many assemblymen were likewise to speak eloquently of the importance of advancing Virginia's highway system.

The new money the Legislature provided is expected, on a continuing basis, to fill the \$329 million gap outlined in the 1966-75 improvement program report.

Two days after the Legislature adjourned, Commissioner Fugate directed his engineering staff to begin immediately preparing bid advertisement schedules to include the first projects to be financed with the new funds.

Ten days after the adjournment, Fugate spoke to a luncheon meeting of the Lynchburg Chamber of Commerce. He said:

"Let me assure you now, as I assured the finance committees in the Senate and in the House of Delegates, that every dollar of this additional revenue will be put to work during the coming biennium. It will not stand idle, there will be no delays in converting the dollars into badly needed highway improvements.

"We have projects for which detailed plans have been drawn, and for which the necessary rights-of-way have been acquired—we needed only the funds to put them under contract, and we will be doing that swiftly, as the revenue becomes available in the months ahead."

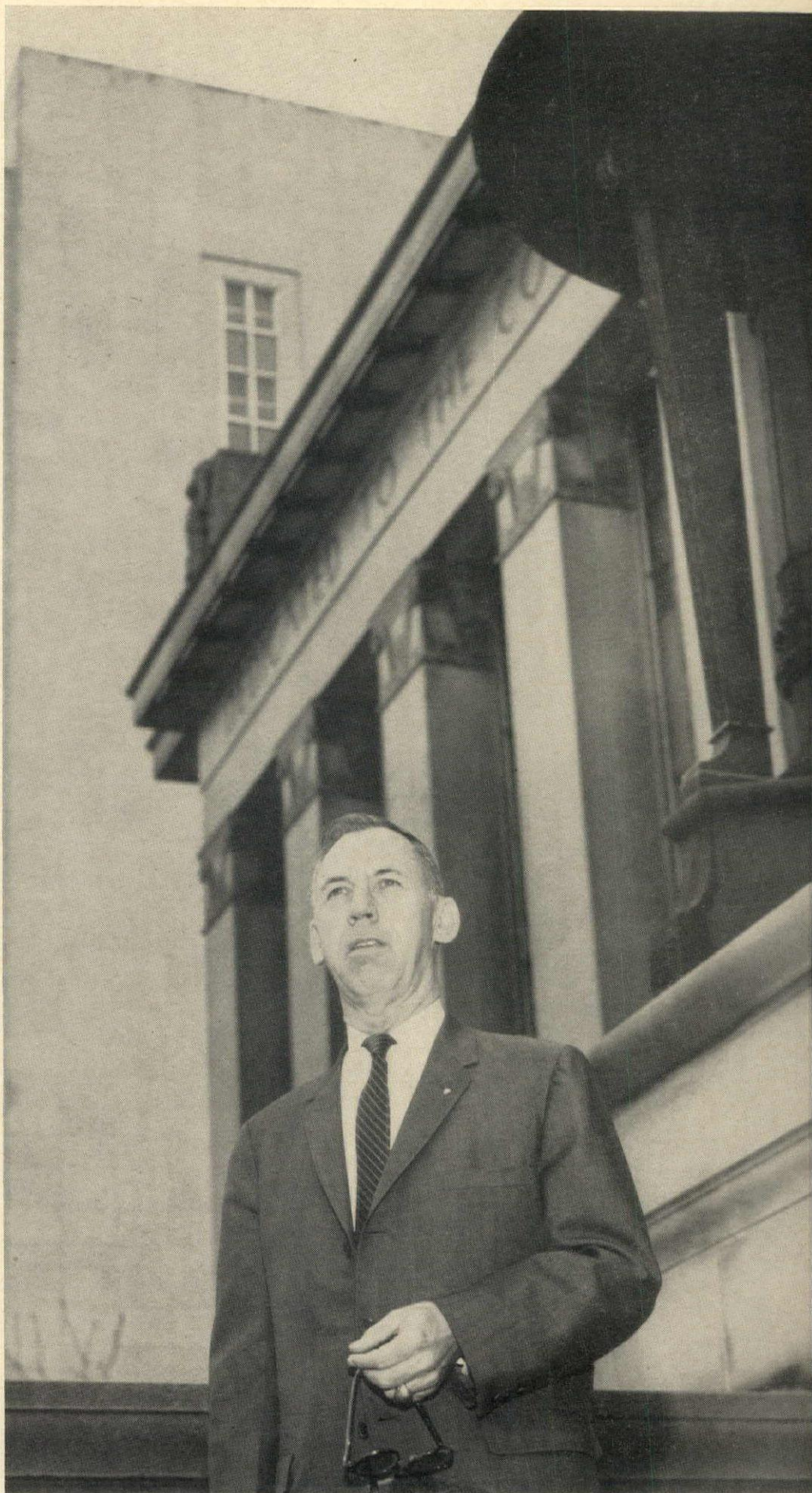
He noted that the Legislature had authorized the Highway Commission to allocate the additional funds on the basis of need alone, thus permitting early emphasis on attaining the goals of the nine-year program. (Traditionally, much highway revenue has been—and still is—distributed by formulas based on such factors as area, population and road mileage.)

**What, then, can Virginians expect in highway development during the next nine years?**

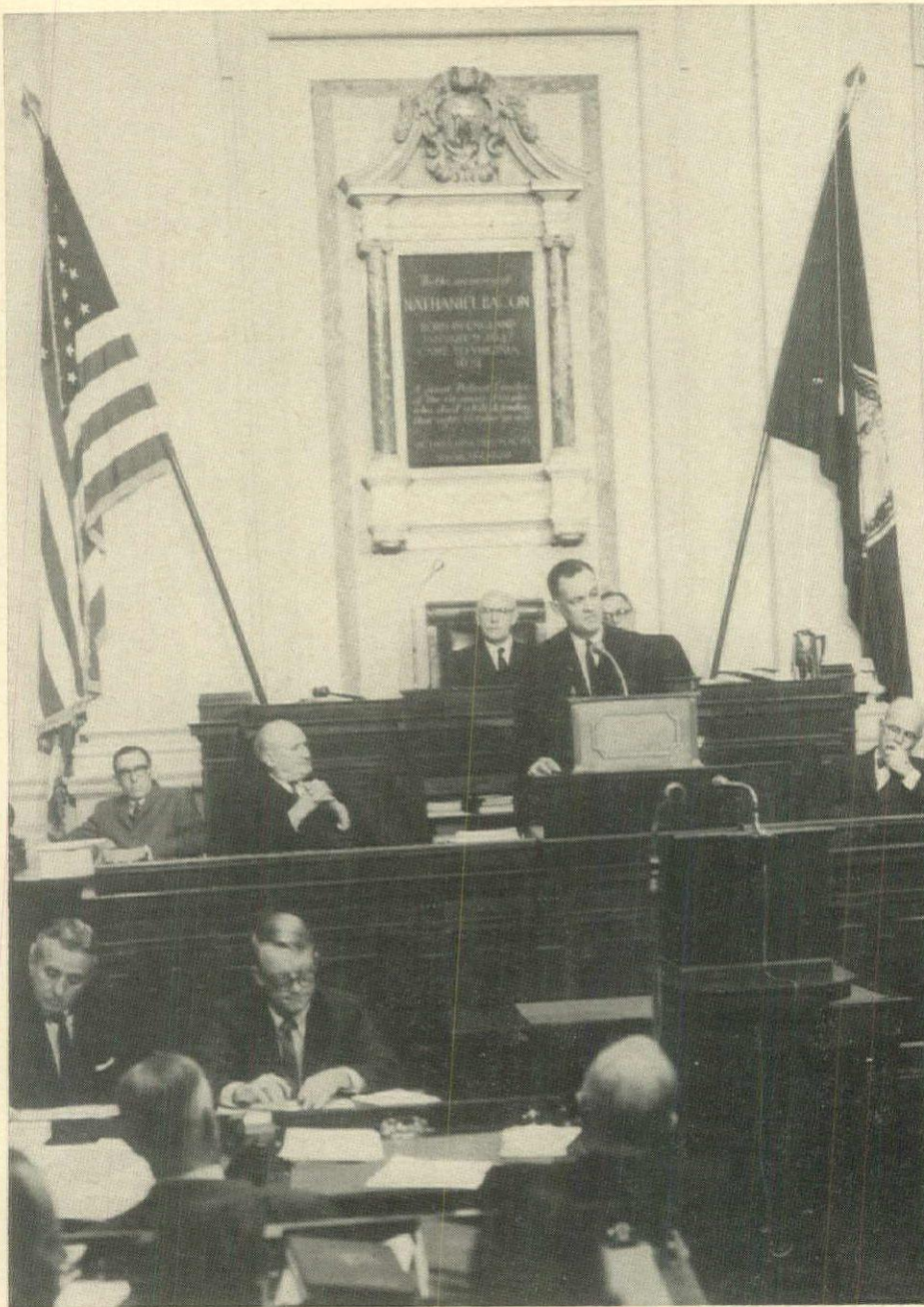
\* The interstate system has been scheduled for completion by 1972. However, President Johnson's highway legislation now before Congress would extend this into 1973, and many highway spokesmen believe the actual interstate completion will be even later, perhaps as late as 1975.

Among them is Virginia's Commissioner Fugate, who for months now has been forecasting the delays. The interstate's problem is a lack of suffi-

*to tell the Virginia Story*



*Virginia's "forward-looking" Highway Commissioner Douglas B. Fugate who, with his Highway Department staff, plans today's roads with an eye on tomorrow's needs.*



In his initial address to the General Assembly on January 17, 1966, Governor Mills E. Godwin, Jr. showed his awareness of the importance of the Commonwealth's highways when he said, "They are Virginia's lifelines."

cient federal funds, which finance 90 per cent of the system's costs. The states provide the other 10 per cent.

Some states, including Virginia, have used the interstate money as quickly as it has become available—and have more projects waiting. Since the original assumption was that the federal funds would be allotted to the states as needed, the current situation has caused Virginia and several other states to delay some interstate construction, a situation they aren't particularly pleased about.

Currently, 460 of Virginia's 1,056 interstate miles have been completed and are in use. In addition, about 160 miles are under construction, much of it tentatively slated to be opened dur-

ing 1966, and some 200 miles are ready to be put under construction as federal funds become available. The rest is in planning or right-of-way acquisition stages.

\* The arterial network is well under way, and, with the funds provided by the 1966 Legislature, is on schedule toward completion in 1975. Work is finished on some 500 miles, including sections of roads that met arterial standards when the network was established.

Arterial roads will largely lack the controlled access features of the interstate system, although such features may be included in some urban bypasses.

The arterial network will supplement

the interstate roads and extend the benefits of multi-lane, divided highways to nearly every Virginia community having a population of 3,500 or more.

The federal government's Appalachian program has hastened arterial development on U.S. Routes 23 and 460 in Southwestern Virginia, with the first of these projects being advertised for contractors' bids barely more than a month after the President signed the Appalachian aid bill last year. Under this program, the federal government is paying 70 per cent of construction costs, the states 30 per cent. Other arterial roads outside the Appalachian region are being built solely with state funds or with the normal 50-50 matching formula for primary roads.

While the arterial work is under way, efforts will be continued to update other primary highways to permit them to more adequately handle the growing traffic volumes, and to correct hazards which may have developed with this greater use.

\* Secondary roads, totaling 41,600 miles, represent four-fifths of Virginia's highway mileage. Once they were chiefly farm-to-market roads. Now they're serving expanded industry. And they're serving the fast-growing suburbs of many urban areas.

In 1946, vehicles traveled 2,205,524 miles on secondary roads. Last year, they traveled 7,128,285 miles.

These higher traffic volumes naturally have caused higher maintenance costs, along with the need for straighter, smoother and wider roads, and wider, stronger bridges.

The Highway Department's goals for the secondary system are to achieve the following improvements:

- (1) A hard surface of width and strength adequate for the traffic volumes served on roads used by 50 or more vehicles a day;
- (2) An all-weather stone or gravel surface on all roads used by between 10 and 50 vehicles daily;
- (3) A light stone or gravel surface on all roads carrying less than 10 vehicles daily, and,
- (4) Bringing all bridges of less than 10-ton capacity up to standard.

\* At least 55 per cent of Virginia's citizens now live in urban areas. Besides being increasingly the centers of population, these areas also are the centers of commerce, industry, culture and education.

Most urban dwellers don't have to be told about their growing traffic problems. They get involved in those problems almost daily.

The nine-year improvement pro-

(Continued on page 31)

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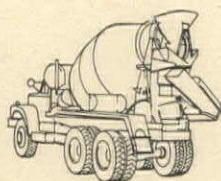
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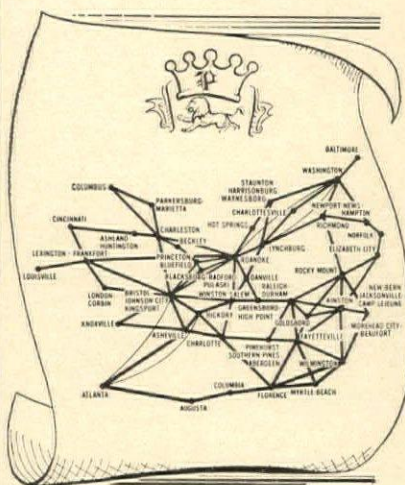
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Byrd's "Levell" road of yesterday typifies the many paths and trails from which Virginia's vast network of highways has evolved. It is almost certain that today's prize-winning roadways in the Old Dominion, the feature presentation in this issue, will, in their turn, become as obsolete as this legendary trail about which Mr. James has written.

## THE HUGUENOT TRAIL

*Bon Air's  
Legendary  
"Cart Path"*

By

G. WATSON JAMES, JR.

*Fred Jurgens (at extreme left) points to a section of the Huguenot Trail still visible in the wooded area between Buford Road and Burrough Street in Bon Air.*

Unbeknown to hundreds of new residents of the rapidly expanding Bon Air area, near Richmond, are well defined traces of one of the most historic trails wrested from the wilderness by some of the early pioneers who settled Virginia.

It was carved through the forest by the persecuted French Huguenots who first settled at Manakin in 1702 on the south side of the James River and later on the north side of the stream at Dover, or what we know today as Sabot.

Legends, supported by historical facts, made this trail and the stories surrounding it a fascinating adventure in research and speculation upon which the writer recently embarked, quite by chance. The adventure began this way:

Not long ago out of a wooded area between Buford Road and Burrough Street in Bon Air, walked a young man, Fred Jurgens, whom we had known since he was a child. He is a member of a family long identified with old Bon Air. He had heard that the writer was now residing on the east side of Burrough Street, and had come to show me the path through the woods to his home and that of his mother, Mrs. Fred Jurgens.

So as we were leisurely walking along

the path to his home, Fred stopped suddenly and volunteered the information that we were about to cross what was left of a section of the trail over which the Huguenots had brought their corn to be ground at a mill. But more anon about that mill and its possible location.

Not only had Fred traced the often faint marks of the trail through the woods behind his home, but from James River at Boshers' Dam in a southeasterly direction to where it crossed what is now U. S. Route 60 and a short distance east of State Police Headquarters to where it probably connected with Warwick Road as it exists today; meanwhile passing through or near the present site of Beaufont Springs.

In addition to his various explorations through woods and hollows to trace the trail, there has come down to him via the memories of old residents, the story of the Huguenots fording the James at what is now Boshers' Dam (built in 1795) to bring their grain to a mill (?) This apparently meant that it was those Huguenots who settled on the north side of the James who had carved and trod this trail. But this assumption bears close inspection, as will be developed later.

Now let's turn to some historical facts with an invitation that the readers of this article join with the writer in his attempt to sift facts from traditions.

The first facts to be borne in mind are (1) Chesterfield County was formed from Henrico County or Shire in 1749; (2) Goochland was formed from Henrico in 1728 and Powhatan from Cumberland in 1777. Before our adventure is over we shall have rambled through these counties as they exist today.

Reams have been written on the Huguenot settlements in Virginia and the genealogies of their decedents, so we will not tire the reader with any lengthy repetition on this score. However, it is pertinent to what we are trying to establish to note that, according to the eminent historian R. A. Brock, 200 or more of these French refugees, out of some 500, landed in Virginia, "settled at a spot twenty miles above Richmond on the south side of the James River" (now in Powhatan County) where ten thousand acres of land which had been occupied by the Manakin tribe of Indians were given them."

James L. Buggs, Assistant Professor of History, University of Missouri, in an extensive article on "The French Hu-

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guenot Frontier Settlement of Manakin Town" (*Virginia Magazine of History and Biography*, Vol. 6—Oct. 1953) writes with respect to the settlers that they were put to work "clearing underbrush, patching the decaying Indian huts and building crude shacks, and cutting a rough road through twenty miles of forest to a mill on Falling Creek owned by William Byrd."

Also, Professor Buggs notes—"William Byrd, already chief patron of the village, appealed to his neighbors in the surrounding counties for money and supplies and opened his own mill and storehouse to the French."

Returning to Historian Brock, we find in his volume "Documents Chiefly Unpublished Relating to the Emigration and Settlement of Manakin Town" (published in 1886) a "List of the Refugees who are to receive of Ye Miller of Falling Creek Mill one Bushel a Head of Indian Meale monthly as settled at or about King Williams Town to begin 1700 (1701)." (There is no explanation of the location of the King Williams Town, but it is of record that the House of Burgesses passed an act, dated Dec. 5, 1700, creating King Williams Parish, a religious subdivision for the Manakin settlers. The town was probably confused with Manakin.

Again consulting Brock, he reveals that upon this creek (Falling Creek) in 1619, was erected the first iron furnace in America and operations were suspended by the Indian Massacre of March 22, 1622. Also, that on April 20, 1687, Colonel William Byrd obtained a grant of 1,800 acres within the limits of which included the site of the ill-fated Iron Works, and on October 29, 1690, he also obtained a grant of 5,644 acres contiguous thereto. "It is not known if he or his son" writes Brock, "revived the iron works. A grist mill now owned by H. Carrington Watkins (1886 date of Brock publication) located opposite the site of the iron works of 1619, in all probability occupied the site of the mill William Byrd referred to in the text." (see reference ahead)

Both Brock and Buggs, in their articles on Manakin, carry excerpts from a report by William Byrd of his visit to the town on May 10-11, 1701, in which Byrd relates that about seventy of the French refugees' huts were visited, being most of them very mean; that forty of them were between "ye two creeks," about four miles along the river. They had cleared all the old Monican fields for nearly three miles together, and also some others "that came hither last February have cleared new ground toward Lower Creek."

Byrd further reported on some twenty to tell the Virginia Story

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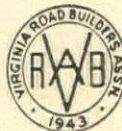
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families settled four to five miles below Lower Creek, who had cleared small plantations. But few had broken their grounds. Byrd and his party returned along "the new Road I had caused to be marked, which is extra ordinary Levell and dry and leads either to the Fall or the mill. A very good, well beaten path for carts."

In addition, Professor Buggs writes that in the latter part of February, 1701, "Byrd was distributing corn from his mill on Falling Creek, and supplies from his storehouse at the falls. Each Manakin citizen shared equally in the distribution."

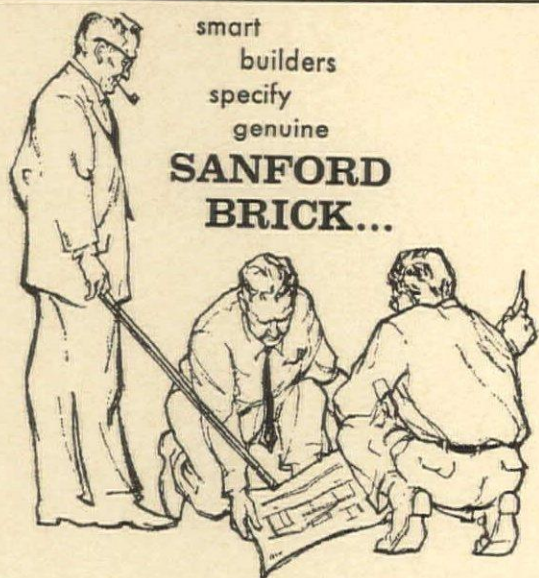
So far, it has been established historically that Colonel William Byrd had a mill somewhere on Falling Creek in the then County of Henrico; that Falling Creek is south of the James River, and today it is in the present County of Chesterfield, which was cut off from Henrico in 1749; further, that the Manakin Town acreage mentioned as settled by the Huguenots in 1702, was on the south side of the James River, then in Henrico County, and the site of it today is in Powhatan County.

On this score, examination of a map of Powhatan County made by two VMI Cadets, M. B. Hardin and L. W. Reeds, dated 1858, shows (1) Manakin Town as located very near the present western line of Chesterfield County; (2) It was on Lower Creek; and (3) close to the south shore of the James River, and just east of Sabot Island. But what is highly significant to this investigation, as to the authenticity of the Bon Air Trail, lies in the fact that the headwaters or watershed of Falling Creek is not shown on this map, which is in voluminous detail; and that is a point to bear in mind as our investigation continues in an effort to substantiate the Bon Air legend with historical facts.

There has been no mention by the authorities consulted up to this point, of a settlement by the Huguenots on the north side of the James River. But there was, and to this day is, evidence of a Manakin Town, or part of it, just east of Sabot, on U. S. Route 6 in Goochland County, and its location is definitely marked on the Virginia Highway map.

So let's cross the river and make a tour by means of "The Story of Goochland County" by the late Richard C. Wight, whom it was this writer's pleasure to have known and admired for his accuracy in historical matters.

Mr. Wight records that the refugees were granted 5,000 acres on the south side of the James River, which they named Calais in memory of their native land, and an equal grant on the north



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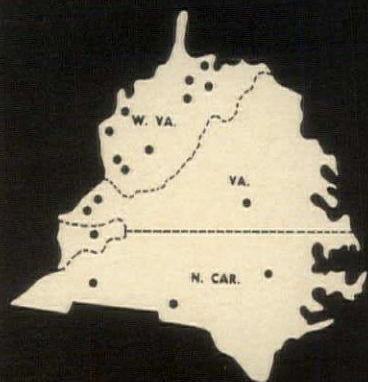
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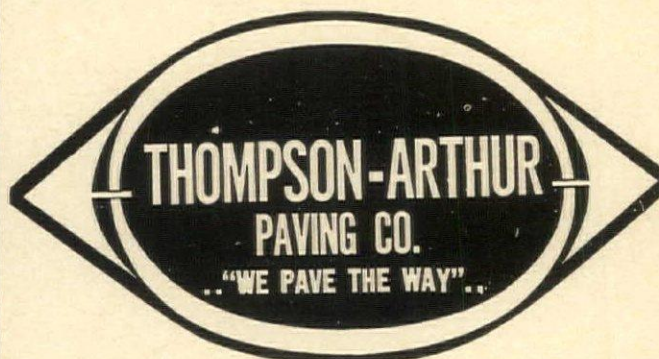
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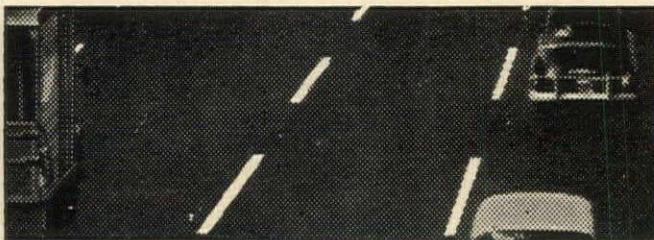
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side of the James, which they named Dover, in keeping with the respective positions of the European places.

"The northern grant" according to Wight, was never formally "utilized, although some of the first homes were located there, and the Dover neighborhood comes to us today as Dover Mines, Bend Over, Little Dover and 'Dover'."

In describing the various landmarks along U. S. Route 6, this historian wrote, "We now come to the straggling village of Manakin, the ancient Monacan of the Indians. The village basks in innocuous disquietude. There stood on the hill south of the village an old log cabin, which my father pointed out to us as being the last of the original Huguenot houses." (Incidentally, Wight noted that his home was on the Dover Mills property at the present Sabot).

One is at some loss to understand why Mr. Wight wrote that the Manakin of the north side of the river "was never formally utilized," as this statement differs with those of other authorities.

For example; Carl R. Brown, writing in the *Virginia Geological Survey Bulletin 43, County Series No. 1*, in which is outlined the geological and mineral resources of Goochland County, refers to the early Huguenot settlers who "established communities on both the north and south side of James River in the vicinity of Manakin."

Filed with this survey is a map on which is located "Little Byrd Creek" and "Byrd Creek" in the western section of Goochland, and "Little Byrd Creek" is shown flowing into the James River near Elk Hill.

With respect to the maps used as a help in this research adventure, there were several consulted in the archives of the Virginia State Library. For example, there was the "Fry-Jefferson Map" dated 1751, which reveals that from Dover (in Goochland) to where Falling Creek empties into the James, it is 20 miles as-the-crow-flies, and from Westham, 10 miles plus or minus by the same measurement. It shows Manakin Town on the south side of the James.

A map of Goochland County (1820) records a Manakin Town Ferry Road just below Sabot Island on both sides of the river, and a "River Road" from the Courthouse (Goochland) to Tuckahoe Bridge (Henrico County).

J. E. LaPrade's 1888 map shows in dotted lines what appears to be a trail, running from the south through Bon Air to River Road and thence northerly to James River, which closely approximates the location of the trail as pointed out to the writer by Mr. Jurgens.

Further, a map of Henrico County dated 1916, made by T. Crawford Redd

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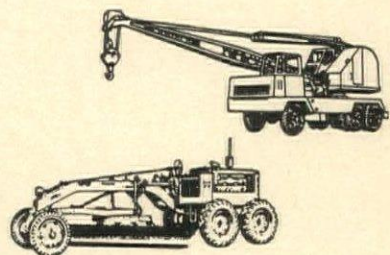
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Brothers, locates Manakin, and a Ferry at Vinita—which leads to Huguenot Springs—in Powhatan County on the south side of the James.

On all maps studied—and in two brochures on Chesterfield County's history, there are the names galore of *mills* past and present, but no location shown of Byrd's Mill on Falling Creek or on any other creeks in the counties covered in this investigation.

With these data above, written by historians of eminence, and the maps consulted before us; the physical evidence of a trail traversing not only the woods between Buford Road and Burrough Street, but toward the James River on the north and Falling Creek on the south, plus the memories of old-time Bon Air residents of impeccable character—what conclusions can we arrive at?

First: There were apparently two Manakin Town settlements, one on the south side of James River (in what is

now Powhatan County), the other on the north side of the river (in what is now Goochland County), with more attention paid by historians to the former main settlement;

Second: But on the map showing the main settlement on the south side, (made by the VMI Cadets referred to earlier) no Falling Creek is shown—evidence that it did not rise in this section;

Third: On the maps, both ancient and otherwise, of Chesterfield County—Falling Creek is definitely recorded, and where it develops its greatest volume of water is seen south west of Bon Air and attested by the location of former mill-sites, also the location of the first iron furnace, plus the record of William Byrd patents on Falling Creek—including the iron furnace site—and . . .

Fourth: The record that the Huguenot pioneers cut "a rough road through 20 miles of forest to a mill on Falling

Creek owned by William Byrd" (its meanderings not recorded) from Dover to Falling Creek.

Here in all fairness, and with no desire on the part of the writer to be prejudiced in favor of some apparent evidence that tends to support the trail having been cut through what is now Bon Air, by those settlers from the north Manakin settlement, the fact that no bearings or meanderings of the trail were given—it could have been carved out of the wilderness from the main settlement on the south side of the James.

However, based upon the conclusions enumerated above, in turn based upon the historical data and map data embraced in this article, it seems logical the Bon Air trail "Legend" appears to be substantiated, there being no definite rebuttal data discovered in this research evidence to the contrary notwithstanding.

What say ye, readers? ▲

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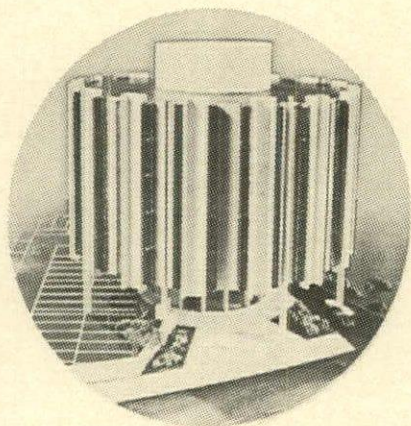
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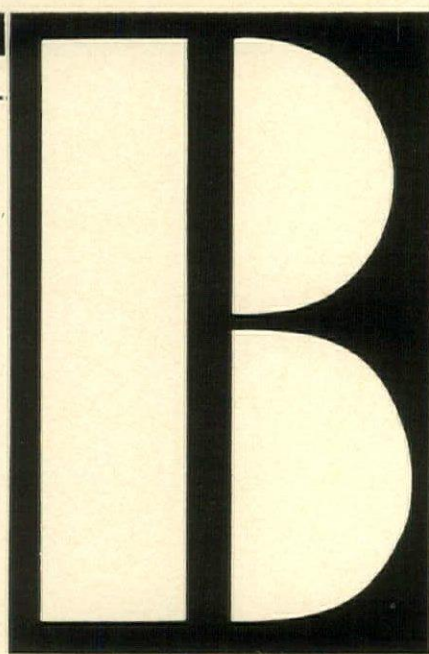
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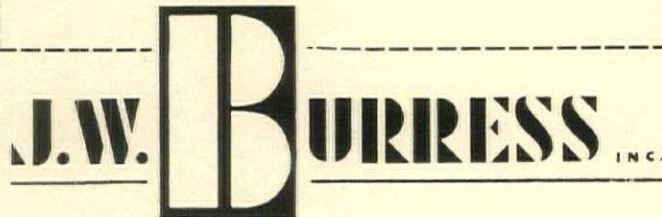
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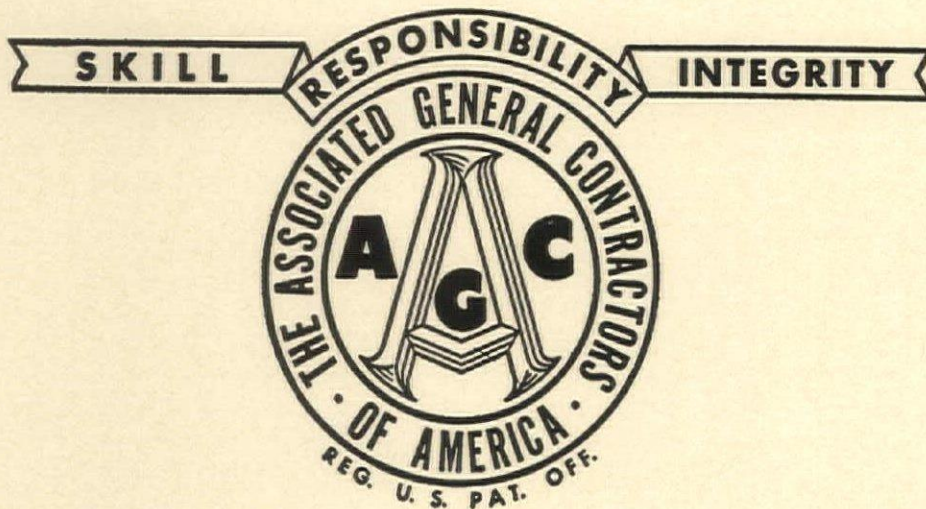
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A sound advocate of communicating with his fellow members, President Howe launched a number of industry "firsts," each designed to bring recognition to the construction industry, and each deliberately planned to solidify the ranks of general contractors in Virginia.

Joseph G. Howe, Jr.—  
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In the area of public relations, he encouraged wide distribution of an industry film entitled *The General With the Cockeyed Id*, a film which depicts today's contractor as "a breed of men upon whose shoulders lies the responsibility for building our freeways, bridges, tunnels, shopping centers, office buildings, factories, schools, theatres . . . the endless array of structures that mark the march of 20th century progress." This same film projects a general contractor ". . . like a general with an army of skilled workers at his command, he directs and coordinates the great construction projects that 'build skylines to match mountains . . . pave the way of the future . . . challenge space itself.'"

To date, *The General With the Cockeyed Id* has had over 500 viewings in Virginia, mostly in theatres and elementary schools. It is expected that within the next two years, the film will be seen by more than five million Americans.

Nationwide, the A.G.C. has been a pioneer in formulating disaster relief programs, with emphasis on the utilization of heavy construction equipment so vital in the event of mass destruction caused by tidal waves, cave-ins, earthquakes, landslides, etc. Here in Virginia, President Howe was at the helm of the Virginia Branch—A.G.C. when PLAN BULLDOZER was officially adopted by the membership. The eight-page brochure distributed by the A.G.C. describes PLAN BULLDOZER as a "program for disaster relief and control in the State of Virginia." It provides for the emergency use of construction equipment and manpower for the restoration of community life to a level as near to normal as possible. PLAN BULLDOZER will be presented to the Governor of Virginia in its final form within the next sixty days, with President Howe as the spokesman for the A.G.C.

Joe Howe also directed the A.G.C. through an active period of "safety consciousness," seeing that members were constantly reminded of the important role management has in guaranteeing the safety of its employees. Virginia was the forerunner in using a safety course entitled *Safety Training Course for Construction Supervisors*, the first course having been held in Norfolk in 1964. On May 26th, in Waynesboro, a graduation dinner ceremony was held, marking the successful completion of the third seven-week safety course held in Virginia since the programs' inception two years ago. Nationwide, approximately 6,049 construction employees have completed the course.

Contractors in Virginia have taken a new look at their role in politics, on a local, state and national level. As an example, President Howe led a delegation to Washington, D.C. earlier this year, for a Congressional Breakfast with Virginia's ten Congressmen and two Senators. This was the advent of an active role in influencing congressional delegates in Washington, reminding them of the tremendous role construction plays in the economy of the nation. Mr. Howe repeatedly used the example when talking on Capital Hill that construction represents 15% of the Gross National Product, the largest single segment of the GNP.

On the national scene, the Virginia Branch-A.G.C. was vociferous in its opposition to repeal of Section 14(b) of the Taft-Hartley Labor Act. This repeal would have wiped out our cherished "right-to-work laws" in Virginia, and through the dramatic leadership of United States Senator Everett Dirksen, proponents of right-to-work laws were victorious. By way of acknowledging Senator Dirksen's historic Senate filibuster (better known as an "extended debate") over 14(b), he was the keynote speaker at the recent (March 13-17—Washington, D.C.) National A.G.C. Convention at the Washington Hilton. The Senator's impressive address was preceded by a thought-provoking talk by architect Dr. Constantinos Doxiadis who gave convention-goers a peek at the cities of tomorrow. His theory is that "... we have to create new cities, new systems of transportation . . . and we need a 'new' general contractor to build them." He declared that "innovations" were the only answer to construction expansion being projected for the next twenty years.

Apprentice training and development of technical manpower for the construction industry plays a day-to-day role in the inner-workings of the Virginia Branch-A.G.C. An expanding economy, inflation, low unemployment and military investment have brought about a drastic shortage of competent young men and women entering into construction. As a result, new techniques will become an every-day occurrence to general contractors. The newly-created State Board for Community Colleges will be of major benefit to the growing and dynamic construction industry, being a source of prime talent. In fact, at the forthcoming mid-year convention of the Virginia Branch (The Homestead—Hot Springs, Virginia—July 27-30), the director of the Community Colleges program, Dr. Dana B. Hamel, will be a featured speaker.

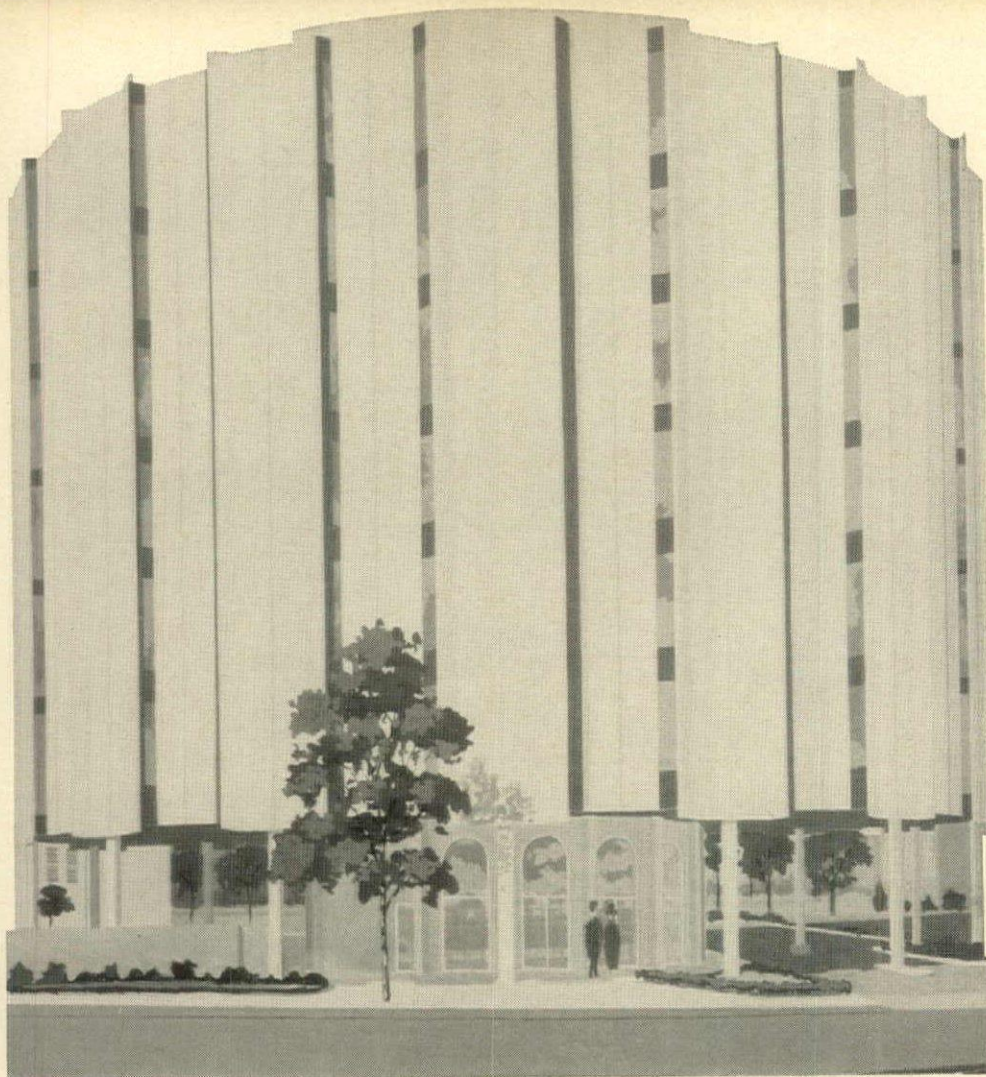
The recent 1966 session of the Virginia General Assembly was a very busy one for the A.G.C. Legislative Committee. Attempting to scrutinize over two thousand bills and resolutions is a mountainous task, but one which President Howe approached with enthusiasm. With his guidance, the construction industry derived countless pieces of beneficial state legislation, and was put on guard against that legislation which would have hamstrung or even paralyzed many projects throughout the state.

As President of the Virginia Branch, President Howe is an ex-officio member of its fifteen committees, and his presence was felt by all of the groups who met throughout the year. As an example of inter-industry cooperation the Virginia Branch is particularly proud of the work being done by the AGC-APWA (American Public Works Association) and the AGC-AIA-VSPE (American Institute of Architects and the Virginia Society of Professional Engineers). These joint committees act as a cohesive agent between the respective groups, bringing about a spirit of understanding and cooperation that would be relatively impossible if the organizations were left to their own devices.

The A.G.C.—*PANORAMA '66* story would not be complete without specific reference to the grass roots level where the real work takes place. Each member of the A.G.C. is pledged to support the Code of Ethics which emphasizes "Skill, Integrity, Responsibility." This is an ever-present task, and one which takes priority in the minds of A.G.C. members. The Virginia Branch is divided into seven Districts, each with its own set of officers. Through these seven Districts the Virginia Branch—A.G.C. functions as a statewide organization, bearing in mind the local problems that are unique in a particular area.

The Associated General Contractors of America has as its inspiration the knowledge that America's skyline will be enhanced through the skills, art, talent, sweat and brainpower of its members, wherever they may be. Here in Virginia, the A.G.C. accepts its responsible role in building Virginia. We constantly look to our elected leaders, such as President Joseph G. Howe, Jr., for inspiration and guidance. He represents today's modern builder, with an abundance of skill, integrity and responsibility.

*Joseph G. Howe, Jr., of the executive staff of Basic Construction Company, Newport News, is president of the Virginia Branch, Associated General Contractors of America, Inc., a 270-member association. Howe, a native of Wilmington, North Carolina, received his Bachelor of Science degree in Civil Engineering from the Citadel, Charleston, South Carolina in 1949, and his Master of Science degree in Civil Engineering from the University of Virginia in 1952. He is a veteran of World War II, where he served in the European Theater of Operations. Before joining Basic Construction Company in 1964, he was vice-president of Ivy Construction Corporation of Charlottesville.*



#### SUBCONTRACTORS AND SUPPLIERS

(All from Norfolk unless otherwise noted)

Reid & Hope, Suffolk, general contractor, excavating, foundations & concrete, carpentry; Welch Pile Driving Corp., piling; Southern Materials Co., Inc., ready-mixed concrete; Snow, Jr. & King, Inc., masonry; Standard Iron & Steel Co., Inc., steel, steel grating, handrails; Roof Engineering Corp., roofing; Dixie Exposiac, Inc., Mr. Airy, N. C., cast stone work; North American Aluminum Corp., Parchment, Mich., windows, window walls; Walker & Laberge Co., Inc., glazing; E. Caligari & Son, Inc., painting, plastic wall finish; Miller Mfg. Co., Inc., Richmond, paneling, millwork; U. S. Building Service, waterproofing; C. C. Foreman & Son, Inc., insulation; McL. T. O'Ferrall & Co., acoustical; John Bros., plaster; Ferrell Linoleum & Tile Co., Inc., ceramic tile; Grover L. White, Inc., resilient tile; Withers-Clay-Utley, Inc., steel doors & bucks; E. C. Ernst, Inc., lighting fixtures, electrical work; Kohler Co. fixtures by Leo T. Zoby, Jr., plumbing; Baker & Co., air conditioning, heating, ventilating; Terminex Co., Inc., soil poisoning; Birsch Construction Corp., bit. paving & curbs; Westinghouse Electric Corp., Elevator Div., elevators; Cutler Mail Chute Co., Rochester, N. Y., mail chute; John H. Mayo & Associates, Inc., metal toilet partitions; Door Engineering, fin. hardware; The Ceco Corp., Washington, D. C., metal forms; Aldo Construction Corp., Portsmouth, storm drainage; R. E. Lawrence & Co., Portsmouth, placing reinf.; Hall-Hodges Co., Inc., reinf. steel; Universal Form Clamp Co., Baltimore, Md., forming mtls.; and Patent Scaffolding Co., Inc., Baltimore, Md., shoring materials.

# Flexibility in the Round Norfolk's Rotunda

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Architects

• VANSANT & GUSLER  
CONSULTING ENGINEERS  
Electrical & Mechanical Consultants

• JOE D. GLENN, JR.  
Structural Consultant

• AMERICAN NATIONAL PLANS, INC.  
Phyllis B. Winslow  
Interior Designers

REID & HOPE  
General Contractors

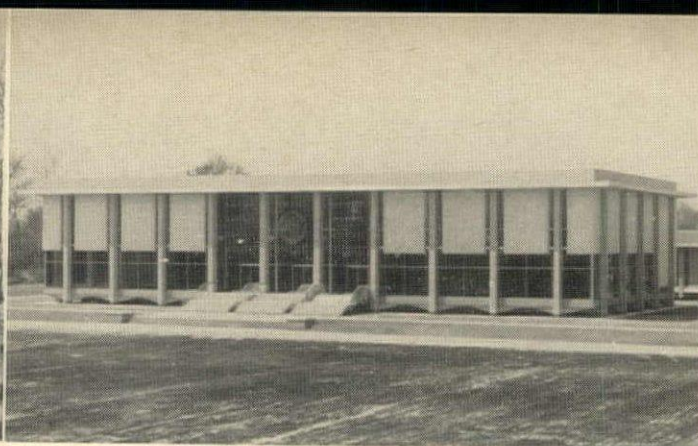
**T**HE STRIKING CIRCULAR DESIGN of the Rotunda is a first for Norfolk, adding architectural stature to the growing new Norfolk. Rising seven stories skyward on St. Paul's Boulevard in downtown Norfolk, the unusual structure is within walking distance of Norfolk's governmental headquarters, banking facilities, shopping areas, restaurants and business districts.

Radiating out from the central core of the Rotunda are the functional, adaptable office spaces—each with its own atmosphere and temperature controls. Acoustical ceilings and sound resistant dry wall construction are additional features of the offices and each area opens up to afford a panoramic view of the city.

Within the compact central core are

the service rooms and mechanical equipment of the building. Stairways and high speed elevators are housed here and encircling the core on each floor are modern hallways and accesses to each office.

A further convenience feature of the Rotunda is the free, on-site 100-250 car parking facility for the use of tenants and clients.



# OLD DOMINION COLLEGE

## Student Campus Center

McGAUGHY, MARSHALL, McMILLIAN &  
ASSOCIATES  
Architects

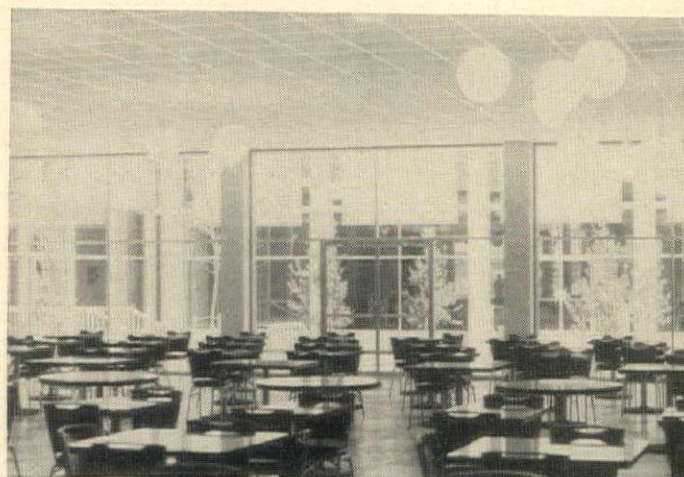
ROBERT R. MARQUIS, INC.  
General Contractor

### SUBCONTRACTORS & SUPPLIERS (All from Norfolk unless otherwise noted)

Robert R. Marquis, Inc., Portsmouth, general contractor, excavating, foundations, concrete, carpentry; Welch Pile Driving Corp., Va. Beach, piling; Snow, Jr. & King, Inc., masonry, structural tile; Chesapeake Steel, Inc., steel, steel roof deck; Southern Block & Pipe Corp., prestressed concrete & block; Fowler Roofing Co., Inc., roofing; Dixie Exposiac, Inc., Mount Airy, N. C., stone work; Walker & Laberge Co., Inc., window walls, glazing; E. Caligari & Son, Inc., painting, plastic wall finish; U. S. Plywood Corp., paneling; C. C. Foreman & Son, Inc., insulation; McL. T. O'Ferrall & Co., acoustical, resilient tile; A. D. Stowe, Portsmouth, plaster; Ajax & Co., ceramic tile, terrazzo; Elliott & Co., Inc., millwork; W. C. Utley, Inc., steel doors & bucks; J. Blum & Co., handrails; General Electric Supply Co., lighting fixtures; Volta Electric Co., Inc., electrical work; Kirk-Reid Co., Inc., Va. Beach, plumbing, air conditioning heating, ventilating; "Granulux" by the Hampshire Corp.



Courtyard above, can be seen from the dining hall, below.



THE FRONT, TWO-STORY WING of this building, will be utilized to house faculty offices and meeting rooms. This portion of the building is connected to the large one-story portion by two fully glass-walled passageways which open upon a beautiful courtyard.

The one-story portion of the building will not only house one of the most modern cafeterias in Virginia, but also such conveniences as a complete barber shop, snack bar and tentable billiards room. A tremendous book room with reading area facilities rounds out the academic qualities of this project.

Construction details include an exterior of masonry and stone with built up metal roof and aluminum windows and wall sections. The interior of the building is beautifully finished. Floor materials including concrete, terrazzo, and soft tile with many bright carpets, accent the modern furnishings.

There are private dining and meeting rooms for faculty functions. In the over-all campus layout, the Student Center will be the hub of all the buildings, and a most handsome one, at that.

On March 28, 1966, it was announced that this building is to be named "The Lewis Webb College Center" in honor of the college's esteemed President.

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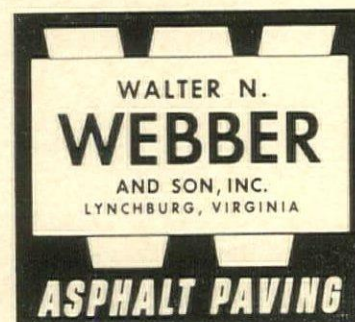
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\*Cost Is About a Million Dollars  
a Mile

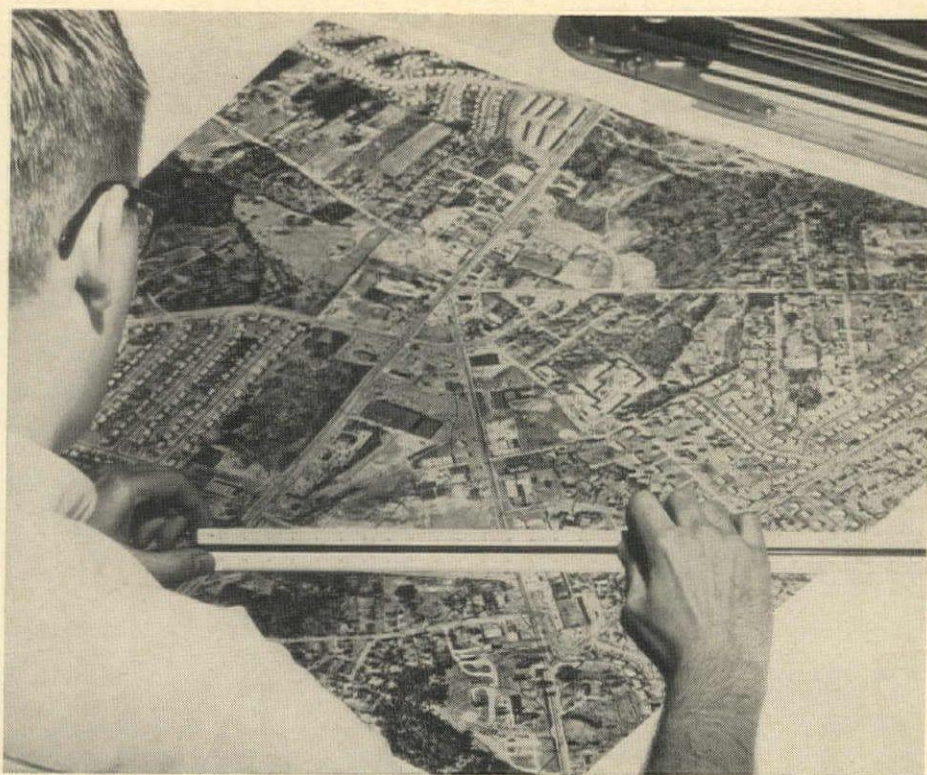
\*Financing is 90 per cent Federal Funds, 10 per cent State Funds

\*Completion by 1972

\*Expected to Save the Nation  
8,000 Lives a Year

\*It's for Traffic Today—and into the 1980's

### \*Boon to Economy, Revitalizing for Cities



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\*Greater safety, fewer accidents

\*Added comfort, and savings in motorists' time and operating costs

### \*By-passes of congested urban communities

\*Boost to the State's growing economy

gram provides for the expenditure of \$382 million on urban projects, including \$182 million for at least a beginning on urban expressways. Eventually, these facilities—which may cost several million dollars a mile to build—will total several hundred millions.

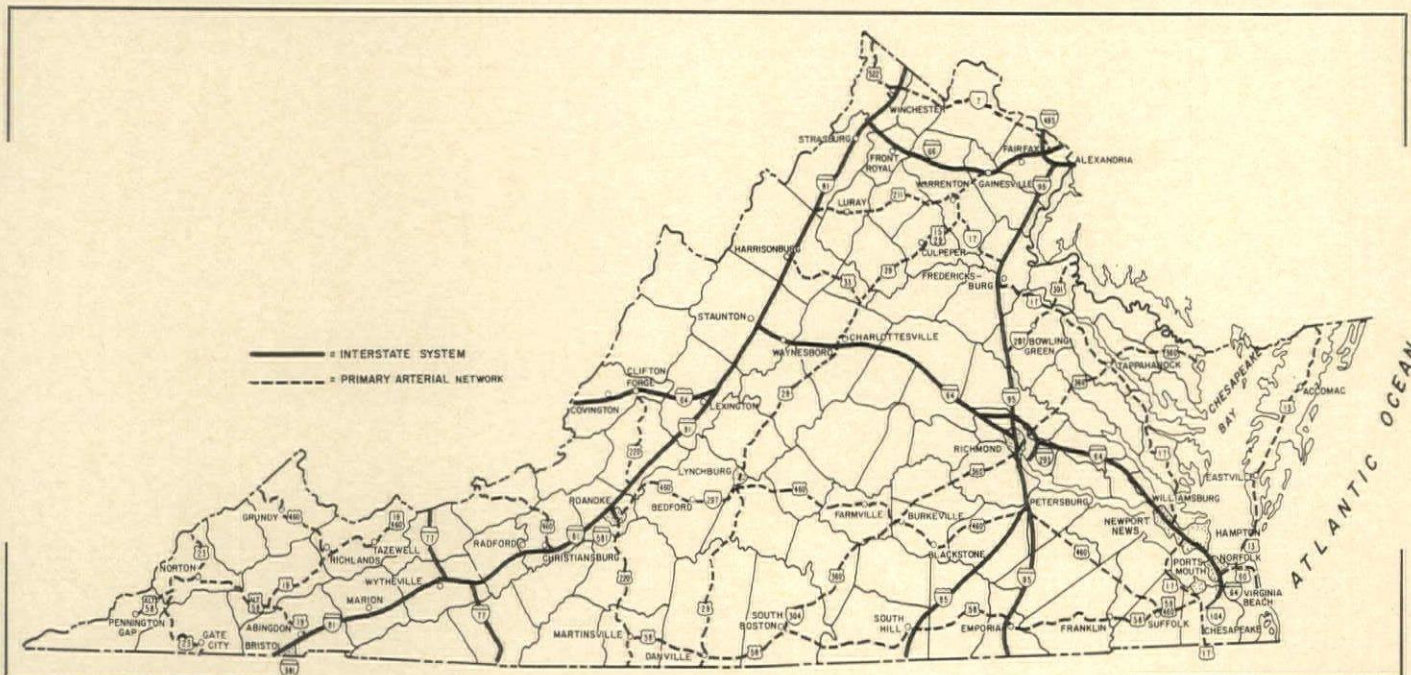
Highway engineers looking to the future, beyond the interstate and arterial roads, have no difficulty pinpointing the urban needs as the next massive road-building task.

A considerable amount of urban relief will be provided by the interstate and arterial roads themselves. Inter-

state spurs, for example, already are helping the flow of local traffic in the Norfolk, Roanoke and Bristol areas. An interstate beltway around Washington has brought immense benefits to Northern Virginia traffic movement. A partial beltway will be built in the Richmond area in the interstate program. Arterial projects will help in many communities, but even all of this won't be enough.

Studies are under way to develop other solutions.

Four years ago, Congress enacted  
(Please turn the page)





*Litter creates a costly problem!*

federal legislation requiring a cooperative, continuing transportation planning process for urbanized areas having a central city of more than 50,000 population, in order for projects in these areas to qualify for federal aid. There are six such areas in Virginia.

Basic studies in two of the areas have been completed. These are the Roanoke

region, which includes the City of Roanoke, the towns of Salem and Vinton, and the counties of Roanoke and Botetourt, and the Southeastern region, which includes the Cities of Norfolk, Portsmouth, Virginia Beach, Chesapeake and Suffolk, and Nansemond County.

The other four studies are under way. They cover the Lower Peninsula region, including Newport News, Hampton, Williamsburg and Poquoson, and York and James City Counties; the Richmond region, including the City of Richmond and Henrico and Chesterfield Counties; the Lynchburg region, embracing that city and parts of Amherst, Bedford and Campbell Counties, and the Northern Virginia region of Alexandria, Falls Church and Fairfax Cities, the counties of Arlington, Fairfax, Prince William and Loudoun, and the towns of Vienna, Manassas Park and Manassas. This sprawling Northern Virginia region is being studied as part of the National Capital Regional Area, which also includes Washington and suburban Maryland.

These studies, broader than any ever undertaken before in most urban centers, involve the preparation of land use plans that envision where people will live, work and play, forecasts of travel demands, and, finally, an analysis of

transportation facilities which would most satisfactorily serve the areas.

Because four of these studies are still going on, the Virginia Advisory Legislative Council was directed by the General Assembly this year to continue a survey it began two years ago of urban streets and highways. The VALC report, scheduled now for completion late in 1967, is certain to be an important factor in molding plans for urban traffic improvements.

The VALC suggested the extension of its work, saying that the regional studies would permit it to draw more definite conclusions as to the needs, allocation and distribution of funds and the division of funds between the various levels of government.

The urban needs aren't unique to Virginia. Growing traffic volumes are troubling most of the nation's cities.

Highway officials generally, including Virginia's Fugate, believe that the chief answer will come in a major federal aid program after the interstate system has been completed.

The states are assisting federal authorities in preparing proposals for an "after-interstate" program. Proposals may call for some extensions of the interstate system, but the emphasis is certain to be on the cities, and their suburbs. ▲

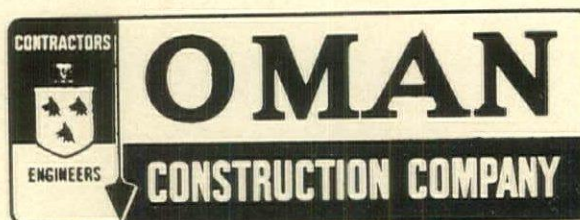
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## ...and about April

Editor,  
Virginia Record

Dear Mr. Dowdey:

The directory of Virginia officials for 1966 is an excellent and useful document. The Virginia Record is to be congratulated on this strong element in its continuing, thoughtful service to Virginia.

The reference to the Virginia Institute of Marine Science is slightly misleading and incomplete. The official name of the agency

as established by law is The Virginia Institute of Marine Science rather than the Board of Administration of the Virginia Institute of Marine Science. The Director is, and Secretary to the Board is, Dr. William J. Hargis, Jr. Inasmuch as VIMS is considered to be a separate state agency as is VARC, I would imagine that the Director's name could also appear in the list of officers of the State Government as presented on page 8.

Should there be any additional information that we can provide, please do not hesitate to write to the Administrative Offices of VIMS at Gloucester Point.

Please accept our invitation to visit VIMS, which is now the third or fourth largest marine research and educational center on the East Coast, and the largest state-supported one (Virginia has been a leader in this regard), at some time in the near future.

With thanks for your interest, I am

Sincerely yours,  
William J. Hargis, Jr., Ph.D.  
Director  
Virginia Institute of  
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3/10 mile south of the U. S. Coast Guard Station.

To Virginia Record

Gentlemen:

Just for the "Record". Your April 1966 listing of Newport News officials listed as Treasurer J. J. Patterson.

Please be advised that your source of information is incorrect. Mr. Patterson is one of my deputies and has never been Treasurer. I trust you will correct your records accordingly.

Sincerely,  
C. B. Covington, Jr.  
Treasurer  
City of Newport News

Editor,  
Virginia Record

Dear Mr. Dowdey:

On looking over your Virginia Officials Directory I notice that the fact Warren County has a library has been omitted. I hope this will be corrected in your next directory. If your source of information was local, which I presume it was, it is most embarrassing!

Your magazine has many useful articles, we are happy to have it.

Sincerely yours,  
Eleanor Norton, Librarian  
Samuels Library  
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## "Patrimony..."

(Continued from page 5)

definition, "involvement": one is involved in anything to which he is committed. In the old Christian sense, total involvement with his religious faith made one a "witness" of that faith. An archaic meaning of "witness" is "one who gives testimony by act or sufferance of fidelity to Christ." In our time, "witness" more loosely suggested one whose life offered testimony of his commitment to God.

Out of this meaning, it is no more than grandiloquent nonsense to state that Americans have, in shifting from the ancient faiths, become witnesses to the eradication of the evil and inequality that beset the world. But it is extremely dangerous nonsense if it serves to lull the consciences of a people who are, in point of fact, witnesses to the erosion of the individual's personal responsibility by the forces of a centralized state. They are very apathetic witnesses, in the legal rather than the old religious sense, to the substitution of—what Max Weber called—"The ethics of ultimate ends" for "the ethics of responsibility."

They are also witnesses to the assault on a people's sense of relationship with the continuing past. Of the necessity of this relationship to confirm the individual, Northern essayist Edmund Wilson wrote: "the style of integrity developed by his civilization is, as Erik Erikson says, 'the patrimony of his soul'..." Since Professor Erikson is a European teaching psychology at Harvard, and a deeply "involved" writer on individual responsibility, his term, "patrimony of the soul," reveals a concern for the type of continuity usually associated with the South: he, like Edmund Wilson who quoted him, is about as non-Southern as possible in his outlook. It is the break in the whole American continuity which the ex-Christians are witnessing while, according to *Time*, committing themselves to

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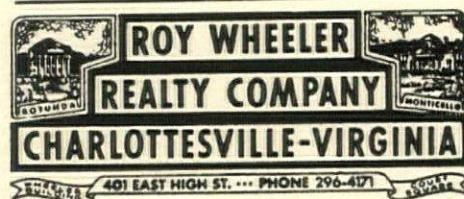
the eradication of evil and inequality in the world.

Aside from the civil rights laws unwisely rushed through and unrealistically administered (accompanied by the distant hosannahs of the uninvolved), it would be difficult to discover what evils and inequality are being eradicated. A number of surface social evils *could* be alleviated if several of President Johnson's quickie remedies had been approached sensibly and unhurriedly as long-range projects. But his remedies have been putting a mustard plaster here, a leech there, a little laudanum for the pain, a pink pill for the morale, while the victim is dying of internal disorders which qualified diagnosticians might have discovered and prescribed a treatment for over a *period of time*. By now, it seems unlikely that many adults could take seriously the rush of remedies that "Doctor" Johnson insists upon applying helter-skelter in a great rush whether the patients want them or not.

As a matter of fact, "The Great Society" itself reflects the fundamental evil of our times in promoting the illusion that materialism, the things that money can buy, is a validation of a "great society." A truly great society grows from its spirit; it grows *organically*, as any living thing, from the inside outward. "Greatness" is a value-judgment that a society, like an individual, earns by being what it is. "By their fruits ye shall know them."

Beginning with seeds in fertile soil, from roots growing into the trunk of a tree, fruits are borne from branches *in season*. To cut off a people from "the patrimony of the soul" is to cut off the branches from the roots. One could rush about hanging artificial apples and peaches and pears on leafless branches and calling the result "The Great Orchard." This wouldn't make much sense if the people really wanted fruit. But, assuming that *Time* reflects a national attitude, the people have lost their taste for the real thing.

It is not that the people today would believe "The Great Orchard" provided real fruits any more than they believe "The Great Society" provides real fruits for the spirit of man. But when the religious editor of a national magazine



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can proclaim, with a straight face, that Protestant faith now means, not the acceptance of an ancient confession, but "open" commitment to eradicating the evil of the world, obviously we are well on our way in self-delusion to where we "accept the word for the deed"—the label for the reality.

After "The Great Society," the next administration can only be "The Greater Society," and the one after that—if we survive—"The Greatest Society." After that, the next president would have nothing left except "Paradise." From there, of course, his successors could continue with "The Great Paradise" and so on. By that time the ex-Christians will believe anything they are told, as they swell with virtuous approbation of themselves as witnesses to the commitment of eradicating evil.

However, for those few of us vestigial relics of another kind of commitment, it is at the last hour—if, indeed, not already too late—to become witnesses to the transcendent spirit of the individual in its losing struggle to remain free of the tentacles of a bloodless state. Though nobody pays any attention to writers, the late C. Wright Mills did seem to point the way when he suggested the need of stating "the values involved and the threat to those values." The awakening in us of "the felt threat to cherished values . . . is the necessary moral substance of all significant problems of social inquiry." For ultimately it is the absence of "moral substance"—even more than the absence of intelligence—in the frenzied rush of uncoordinated social experimentation, that produces a mental climate in which the vaporous phrases in *Time's* description of the religious experience can be offered as "the real thing."

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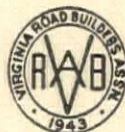
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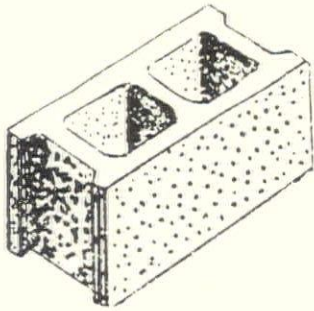
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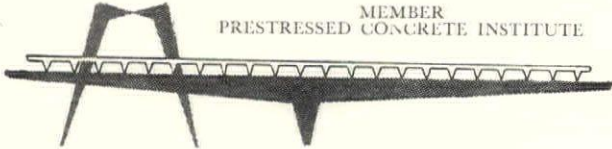
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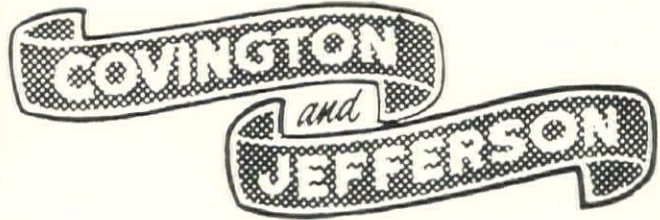
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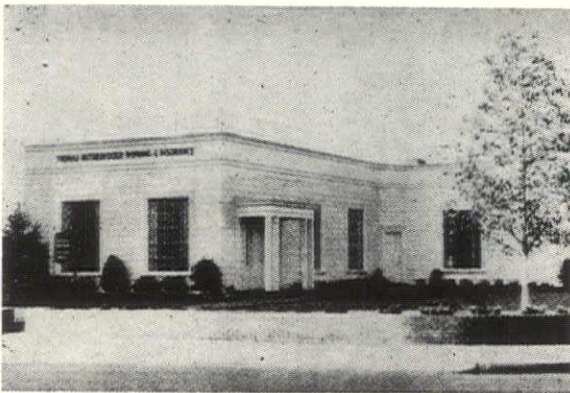
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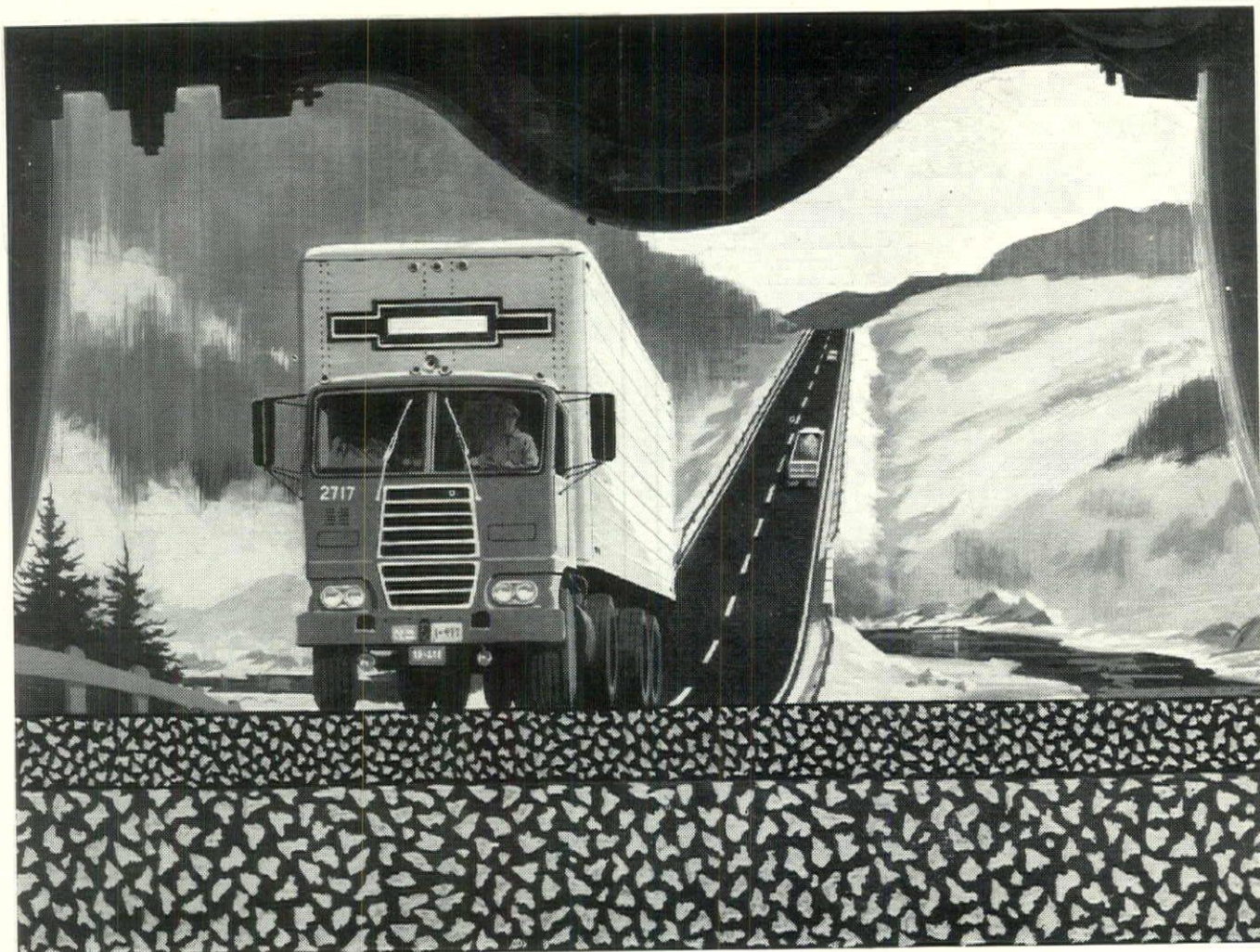


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