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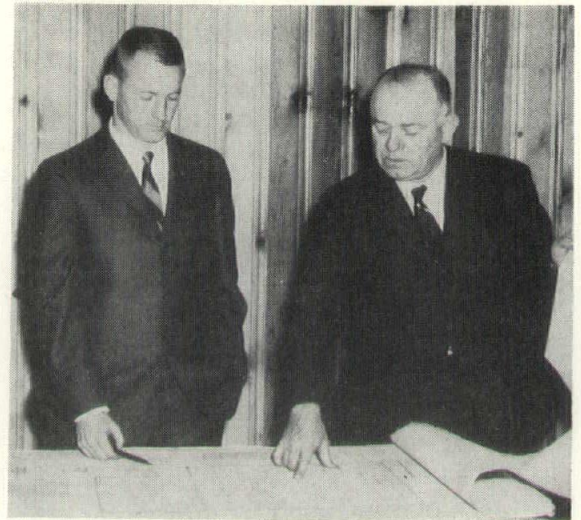
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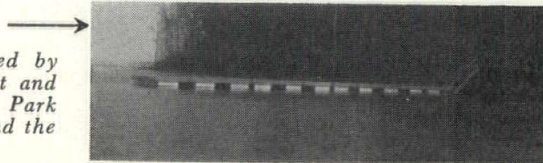
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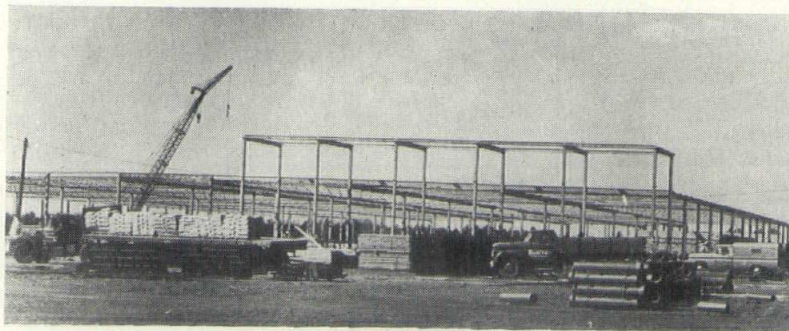
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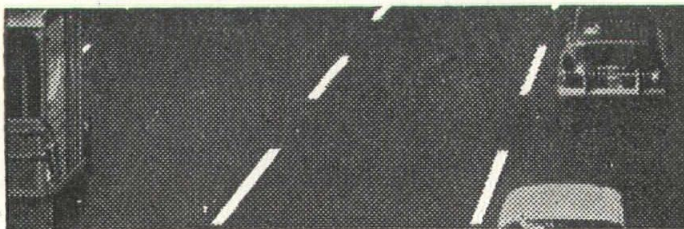
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JUNE 1967

"Invent the Future"

Some years ago, in the latter part of the Truman administration, I was having lunch in Philadelphia with the late Ted Patrick, then editor of *Holiday Magazine*. I had known the very personable Ted Patrick over a long period before the war, when he was a brilliant advertising executive and we often met at the famous Jim Costello's Bar and Grill. During the war he served in one of the civilian special services, and afterwards he wanted to forswear Madison Avenue for the literary world.

When he started *Holiday* as its top executive, it was noticed that he had an inclination to cultivate the currently most fashionable writers in the Liberal Establishment, although the associate editors—who actually worked closely with manuscripts and writers—turned to old pros like myself for the steady meat-and-potatoes diet which carried the magazine, while Ted's transient pets added the froth.

This inclination of Ted's seemed a harmless vanity to me, understandable in a Madison Avenue fugitive who wished to disassociate himself from the crass commercialism of his past. I regarded the vanity in the same light in which I regarded his cultivation of the currently most fashionable restaurant in New York here, by courtesy of the Curtis Publishing Company's lavish expense account, he established an intimacy with the headwaiters. When I lunched with him on trips to New York, no sooner had I become familiar with some new plush joint than I had to meet him at a strange place, which had replaced the former favorite between spring and fall.

Then, when I was staying with a friend in the Radnor horse country outside Philadelphia, Ted and I had our semi-annual meeting at a club in Philadelphia. In all our previous meetings (including a trip of his to Richmond), we had largely discussed the article I was to do, mutual friends, and always included listful reminiscences about the old days at Costello's celebrated hang-out for writers and colorful verbalizers in kindred fields. That is, we had never referred to politics nor the state of the American community nor the meaning of man's journey under the National Democratic Party.

At this lunch in Philadelphia, the conversation turned rather touchily to Virginia politics, since I was in the process of doing (what was then called) "a major article" on the Commonwealth of Virginia. Ted assumed that I, as a writer, would naturally wish to expose with scorn the baleful effects of "the Byrd Machine." When I spoke of my respect for the late Senator Byrd and my support—with whatever reservations—of the Organization, Ted looked at me with an amused superiority. He was a man of beguiling good humor, with quick wit, but his smile turned brittle and his eyes disdainful when, going beyond Virginia's backward unenlightenment, he discovered that I was not on the national level enthusiastic about Truman's venture in establishing a centralized government committed to function as a charitable organization. We were each too and to argue politics, but I can still see the cold superiority of his smile when he dismissed me, my home state, and all we stood for, as benighted vestiges of the McKinley era. It was the same sort of unipitying superiority with which a world

(Continued on page 34)

tell the Virginia Story

JUNE 1967

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ON OUR COVER

The beauty to be found while driving on Virginia's Interstate Highways is depicted in this photo of a completed section of I-64 1½ miles west of Bottoms Bridge in Henrico County.

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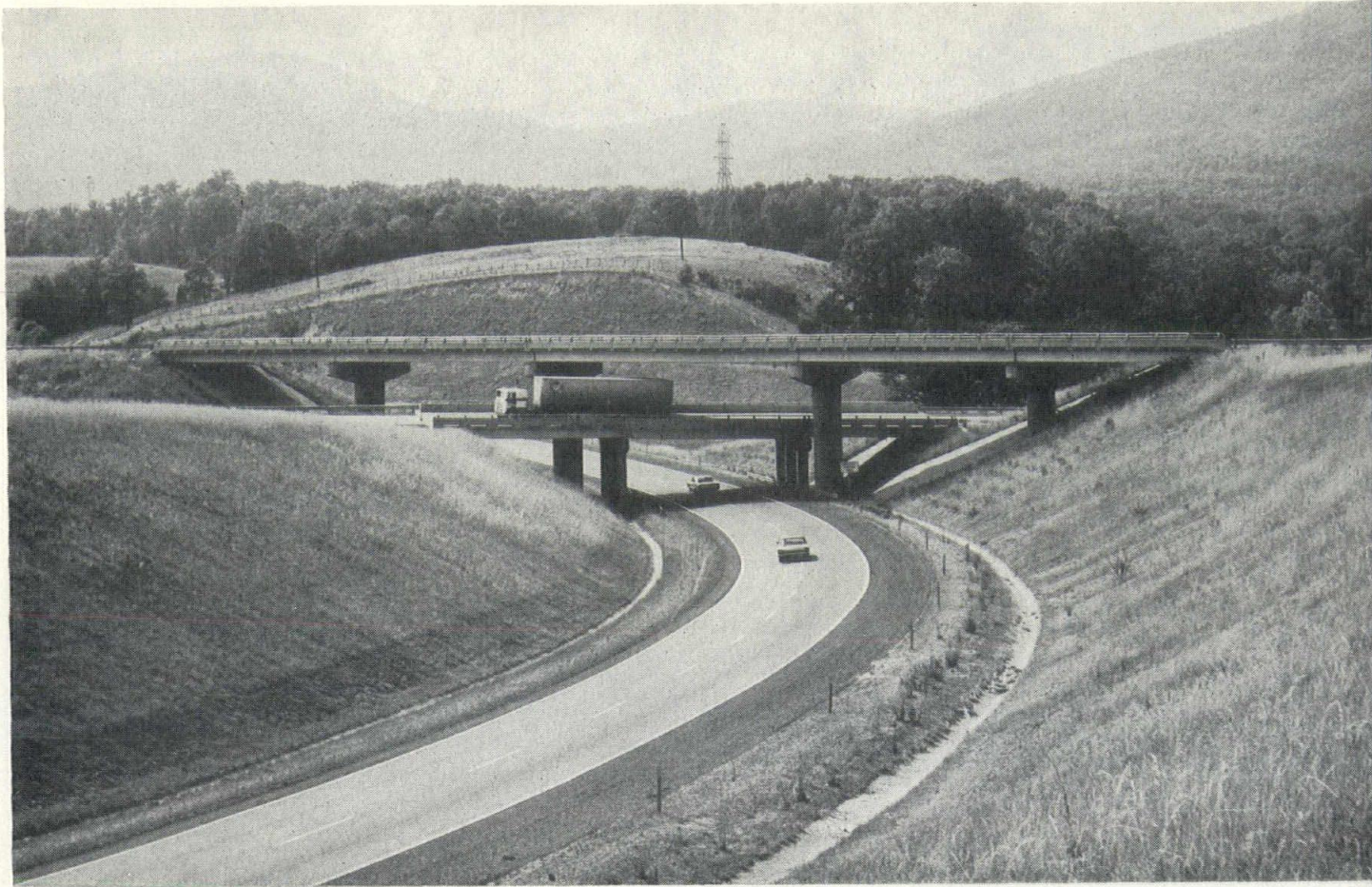
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PAGE FIVE



VIRGINIA AND ITS INTERSTATE SYSTEM

A 1916 DREAM BECOMES A REALITY

By

ALBERT W. COATES, JR., *Public Information Officer*
Virginia Department of Highways

BARELY MORE than half completed, the interstate highway system already is revolutionizing the driving habits of a nation grown pleasantly accustomed to the convenience of the family car.

It's saving lives, reducing travel time and costs, and adding immeasurably to the comfort of motoring.

It's also encouraging the investment of vast sums of private capital to develop once remote lands suddenly drawn closer by multi-lane, divided highways.

And one day in the mid-1970's, when the system is completed, a motorist will be able to drive from the Canadian border on the north to the Mexican border on the south . . . or from Maine to California . . . or from Norfolk to Bristol without encountering a stop sign or a red light.

It's hoped, of course, that he won't try it at a single sitting. But that's part

of what the interstate system will mean to motorists.

The interstate construction program burst upon a car-happy America slightly more than a decade ago—but in the background, the story began much earlier.

J. P. Mills, Jr., traffic and planning engineer for Virginia's Highway Department, says that such a network of cross-country express roads had been the dream of some military and transportation officials almost since the original federal aid highway act was passed by Congress in 1916.

By 1938, Congress had become aware of the need for a master plan for express highway development, and directed the U.S. Bureau of Public Roads to study the cost and feasibility of building an express highway system consisting of six cross-country toll roads. Three would span the nation from east to west, three from north to south.

The study report rejected the toll road idea, but said there was much merit in the concept of such a national road system, and recommended further consideration.

In 1941, President Franklin D. Roosevelt appointed a National Interstate regional Highway Committee to consider the need for a limited system of national highways. While this committee was still at work, Congress directed the commissioner of public roads in 1943 to survey the need for an express highway system.

In 1944, with the reports in hand, Congress authorized the establishment of the interstate system. But the nation was at war, there was no money for an immediate start on such a mammoth undertaking, and even if there had been, manpower and materials were scarce, often unavailable.

Soon after the war ended in 1945, however, auto travel resumed its usual

← Shown on the facing page, completed Rt. 81 overpass over Rt. 581 in Roanoke provides a scenic view for motorists.

ward spiral and Americans were confronted with a budding transportation crisis.

In Virginia, Mills recalls, highway travel increased 45 per cent between 1946 and 1949, and about 200 per cent between 1945 and 1956. The number of traffic accidents on the Commonwealth's roads climbed from 26,438 to 5,782 in the decade that followed 1945. Traffic deaths rose from 645 to 879 in the same period.

Once-adequate highways, burdened now with traffic volumes far greater than those for which they were built, were rapidly becoming inadequate.

By the late 1940's, the state highway departments and the Bureau of Public Roads had chosen the major routes which were to be generally included in the interstate system. But still no money had been provided specifically for interstate construction. It took time for the nation's economy to become adjusted again to the conditions of peace.

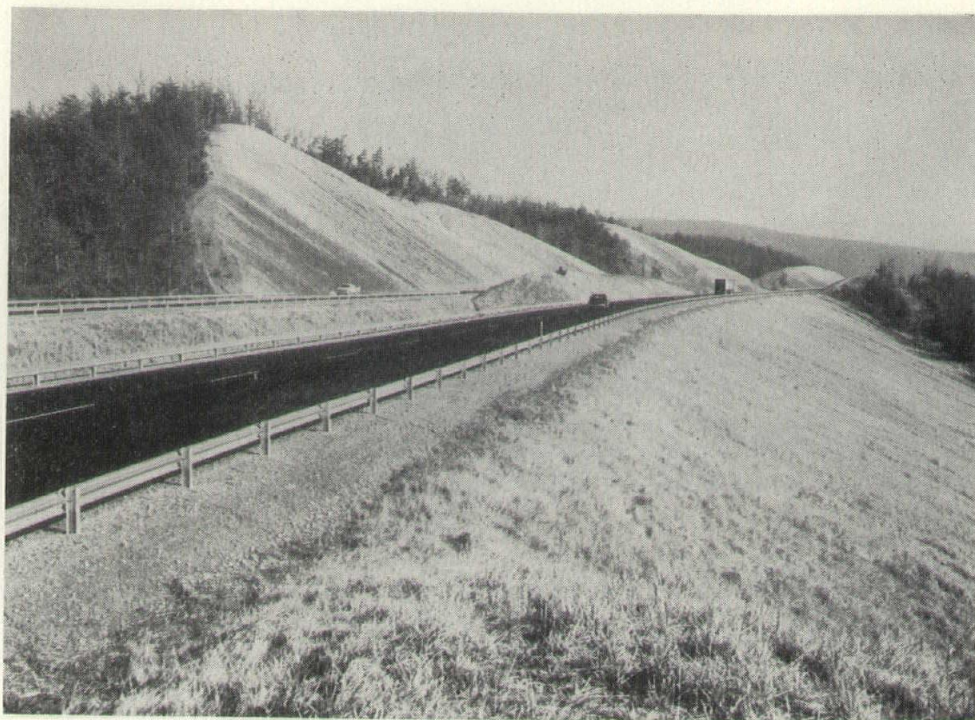
In 1952, token amounts of special federal aid funds were provided to improve certain of the roads that had been selected for updating under the interstate program.

Two years later, Congressional legislation authorized federal participation to the extent of 60 per cent of construction costs, but the states found difficulty obtaining sufficient matching funds to pay their share of such a huge program.

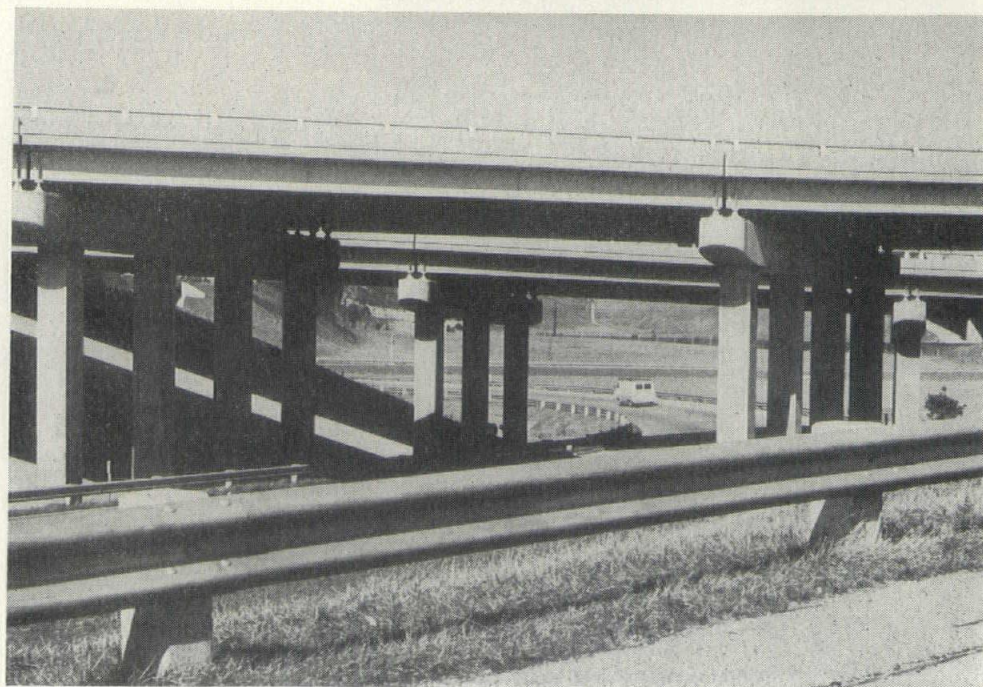
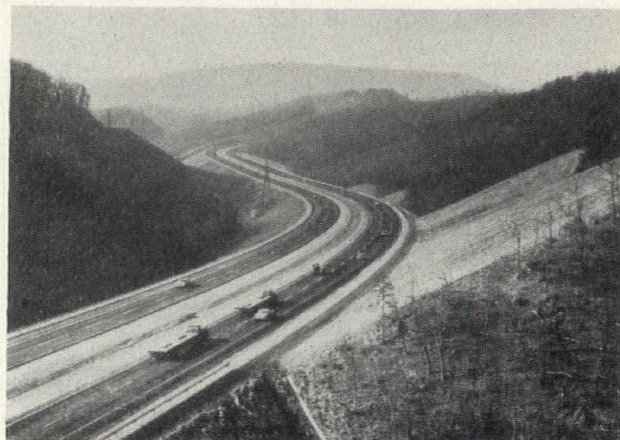
This difficulty was eased substantially by Congress in 1956, with passage of a highway act which increased the federal share to 90 per cent, the basis on which the system is now being built. The 1956 act included authorization for the federal government's portion of the cost on a pay-as-you-go basis, chiefly because of the efforts of the late Senator Harry F. Byrd, Sr. of Virginia. The '56 law also established the federal highway trust fund, to receive most federal taxes paid by highway users. Previously, income from these levies had gone into the general fund, along with revenue from other federal taxes. Now, increases in gasoline taxes and other levies helped to beef-up the new trust fund for the job ahead.

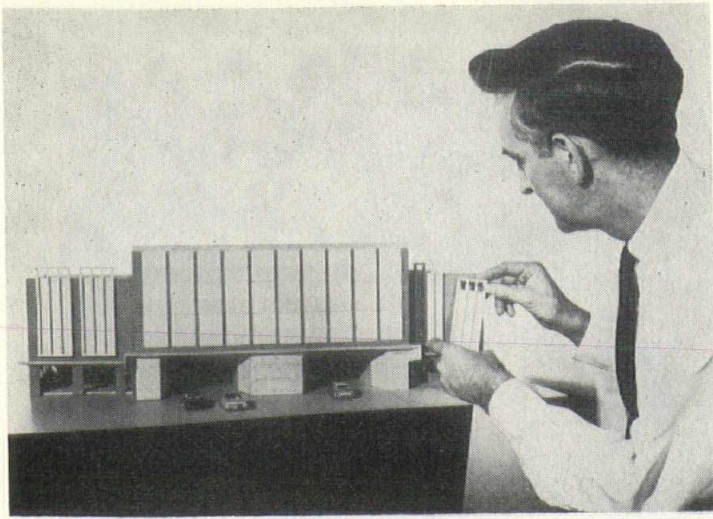
During the same year, Congress approved a firm interstate construction schedule, along with the long-range planning plan. The system, which was a total 41,000 miles of high standard roads, was to connect 90 per cent of all

(Please turn the page)



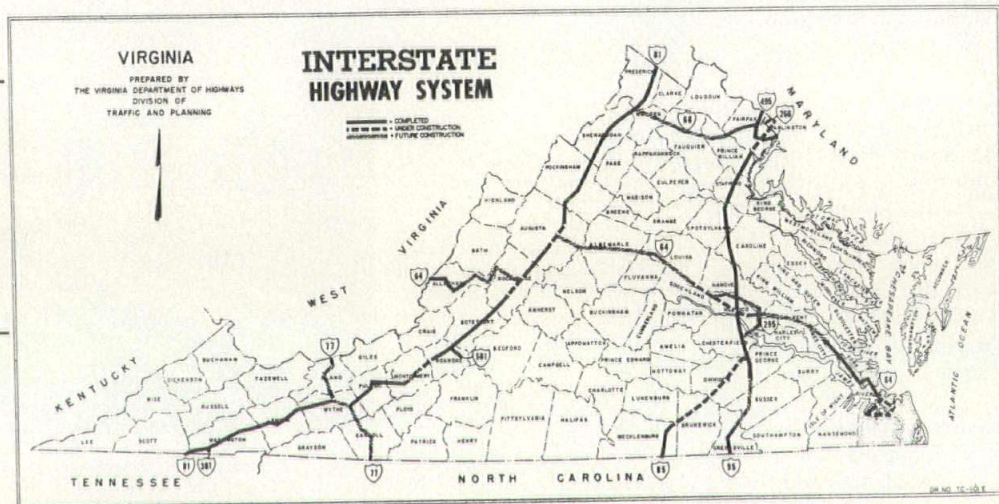
Wide expanses of easily travelled roadway such as those of I-64 in Alleghany County, shown above and at right, are becoming more and more commonplace as Virginia's Interstate System grows. Much planning is necessary to assure that interchanges such as the one shown below are strategically located, and clearly marked.





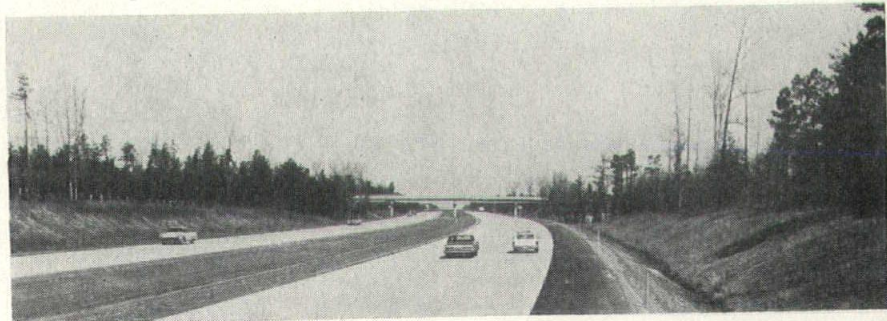
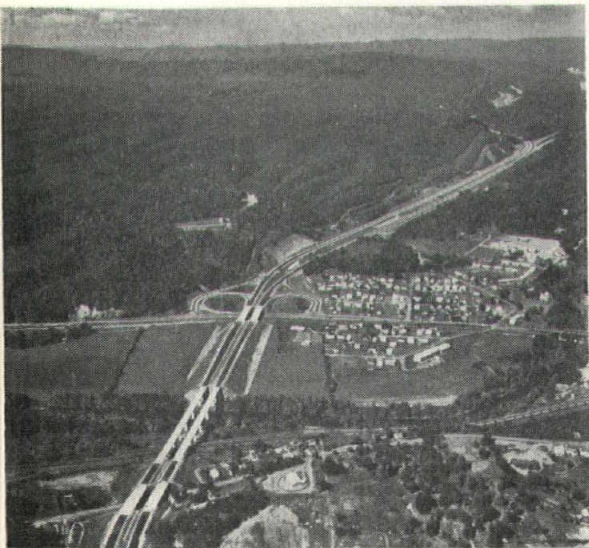
Above, Doug Hensley, an illustrator for the Virginia Department of Highways, works on a model of Big Walker Mountain Tunnel. The photo shows one of the two ventilation buildings which will be built over and around the tunnel entrances and exits. The photo at right, shows Interstate construction at the intersection of Route 250 and I-64 in Henrico County.

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Many sections of Virginia's Interstate Highways are already in use. Shown at left is a completed portion of I-64 in Alleghany County, and photo below is of a completed section of I-95, north of Richmond, in Hanover County.





Ribbon-cuttings, bands and speeches, by luminaries such as Governor Godwin (right) have made up numerous dedications held for newly opening sections.



HIGHWAYS ARE FOR PEOPLE!



Shown "officially" opening a section of I-85 in Mecklenburg County, at the Virginia-North Carolina line, are: Miss South Hill and Governor Mills E. Godwin, Jr., ably assisted by the Highway Commissioners of Virginia (left) and North Carolina (right).

Public hearings were held on selection of all Interstate routes. This one concerned I-77 and was held in the Hotel Roanoke.



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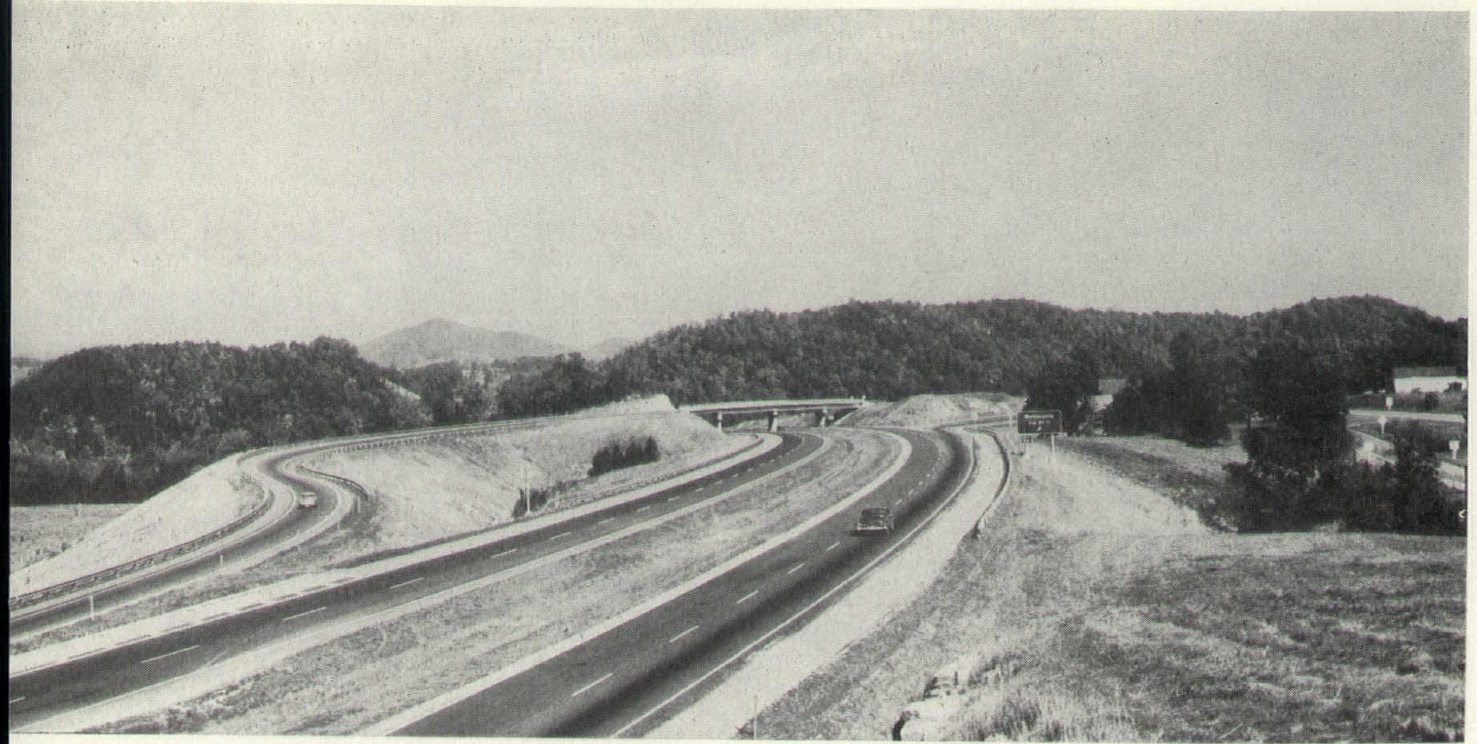
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Shown above is a section of Interstate 81 at the south end of the bypass in Wytheville.

ities of 50,000 population or more. It was to serve not only the business and pleasure transportation needs of American motorists, but was planned to serve as a system of defense highways, as well. Thus, the full title: "National System of Interstate and Defense Highways."

Congress first directed that the interstate roads be designed for traffic expected in 1975, and at the outset this seemed reasonable. But it became evident that a longer design period would be more realistic. So in 1963, Congress went further and required that the new interstate highways be designed to handle traffic forecast for 20 years after the date of final approval of each segment. Thus, a project approved for construction in 1967 would be designed to be adequate for traffic expected in 1987.

On June 29, 1956, President Dwight D. Eisenhower signed into law the authorizing legislation for the huge new system. It cleared the way for the largest public works program in the history of the United States.

Most state highway departments, including Virginia's, weren't equipped with the manpower and other resources to begin overnight on a major scale, however. But they prepared quickly, and the employment of consultants to plan, locate and design these highways helped immensely in the early days. In Virginia, as in the other states, the Highway Department's own position was strengthened with the addition of

more employees and with training programs intended to get them ready for the big assignment.

Commissioner Douglas B. Fugate has recalled that, "We had to start from scratch. The concept of interstate highway construction embraced in the new law was foreign to anything we had ever done. We had to decide how to develop our program and do a lot of soul-searching with regard to such matters as exact location of interstate corridors and whether or not to build near existing highways."

Many detailed studies were necessary to finally pin down the precise corridors which would best serve the motorist, cause the least possible disruption to property and cost the least amount of money.

There were other factors which were to consume time, too, and Mills, the traffic and planning engineer, discussed some of them in the University of Virginia News Letter several years ago:

* Public hearings had to be conducted on the location of all routes, and this was a sometimes controversial thing.

* The purchase of right-of-way was a job of staggering proportions all by itself.

* Interchanges had to be strategically located to assure the best possible service.

* Construction had to be carefully scheduled so that the sections could be built according to a priority based on need, and become usable as quickly as possible.

* Construction projects themselves had to be inspected at each step.

* Proper signs, and new sign concepts, had to be developed for safe and readily understandable guidance of motorists.

Despite the preparation which was necessary, Virginia was ready to begin construction late in the spring of 1957—less than a year after the program was signed into law in Washington. And on May 29, 1957, the Commonwealth broke ground for the historic program on Interstate 95 near Emporia.

Virginia's portion of the system totals 1,056 miles, 14th among the states. Slightly more than half—or 555 miles—are now open to traffic. About 170 more miles are under construction; the rest is well advanced in pre-construction stages.

Here's a breakdown of the State's major routes, with their allotted mileage and the portion now in use by motorists:

—I-64, extending 265 miles from the Norfolk area to the mountains and on into West Virginia beyond Covington, 71 miles in use.

—I-66, a 76-mile artery extending westward from Washington to a connection with I-81 near Strasburg, 25 miles are completed.

—I-77, slicing through mountainous Southwest Virginia for 57 miles, first sections got under way last year.

(Please turn the page)



Bridges are an important part of the Interstate System. The attractive photo above shows the completed New River Bridge, 10 miles west of Christiansburg, on I-81 in Pulaski.

Rest area buildings with their modern facilities are of Colonial architecture and brick construction. They are located on sprawling grounds equipped with picnic facilities. The one shown below is on the I-95 Emporia Bypass in Greenville County.



—I-81, the Commonwealth's longest interstate highway, stretching 325 miles parallel to US 11 from the West Virginia border north of Winchester to the Tennessee line near Bristol, with 265 miles now in use by traffic.

—I-85, 68 miles long and paralleling US 1 from Petersburg to the North Carolina line, 16 miles are completed, the rest is under construction.

—I-95 has been called Virginia's "show case" route, because of its use by many out-of-state travelers. It will total 179 miles in length, with 145 miles already completed.

—I-495, a beltway in Virginia and Maryland circling the nation's capital. Virginia's first segment was

completed in 1961, and the State's full 22-mile portion of the route was opened to traffic in 1964.

In addition to these major routes completed or under way, a partial interstate beltway, I-295, is planned for the Richmond area, and spurs from the interstate system are included to serve traffic in Norfolk, Portsmouth, Roanoke, Bristol and Northern Virginia.

The 1956 congressional legislation set 1972 as the completion year for the full system. But rising costs and additional design features have made that time limit no longer realistic. Last year Congress extended the program into 1973. Most highway officials believe that it actually will be 1974, perhaps 1975, before the job's finished.

Nationally, the estimated total cost rose from \$41 billion in 1958 to \$46.5 billion in 1965, when the latest cost estimate was made. The increase was produced by several factors, among them the normal rise in the cost of construction and materials — a trend that affects most phases of the economy — and a rapid evolution in design criteria to provide additional service and more safety features.

Consequently, the federal government's 90 per cent share of the cost has not flowed as originally expected and this has made a stretch-out of the program inevitable. Virginia now encounters no difficulty in finding its matching share, because recent sessions of the General Assembly have provided new revenues to cover interstate costs and, at the same time, to permit immense improvements on other road systems.

The latest estimate for total interstate costs in Virginia amounts to \$1.454 billion. Thus far, approximately \$875,900,000 has been spent or obligated, including the cost of construction completed and under way and engineering and right-of-way acquisition for work completed, under way and much of that yet to be done.

Interstate Construction currently under way in the state is costing \$21 million, and the Highway Commission will allocate \$115.2 million more for interstate projects for the 1967-68 fiscal year.

The interstate system has required — and gotten — ingenuity in engineering and construction.

Consider, for example, the rebuilding of the Shirley highway in Northern Virginia as part of I-95. It will become Virginia's most sophisticated section of road, with an eight-lane segment including two center lanes which will be reversible for use by morning and

(Continued on page 29)

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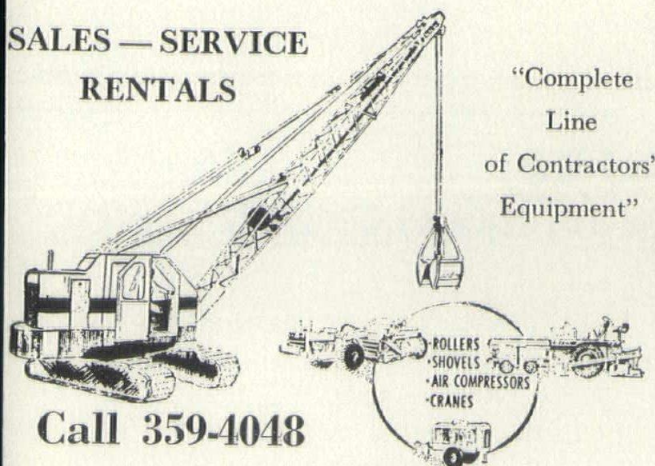
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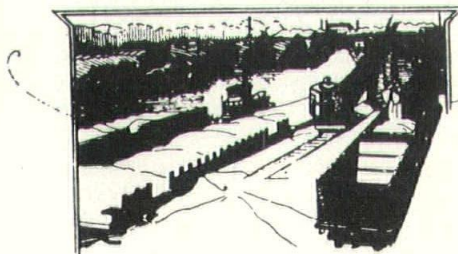
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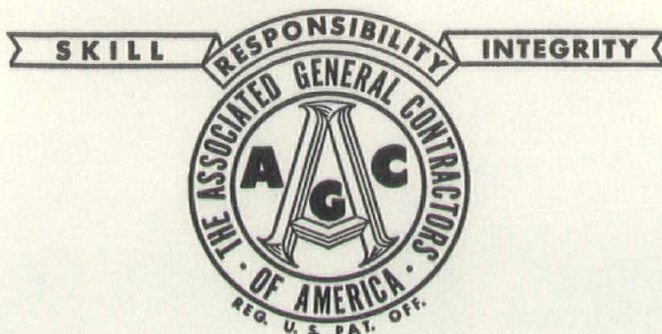
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By ROBERT B. WOODWARD, *Executive Director*
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WHAT IS THE largest single industry in the United States? Is it automobile manufacturing? Is it agriculture? What about the transportation industry? Or the military?

If you guessed one of these, you're wrong! The largest single industry in the nation? Construction!

Who says construction is the largest? The Department of Commerce, in computing the annual *Gross National Product* (the dollar measurement of all goods and services produced in a given year), clearly indicates that construc-

tion, and its allied industries, constitutes approximately fifteen per cent of the Gross National Product. As such, it is the largest single segment of the GNP, exceeding all others in size.

Thus, “A Whopping 15%” was the convention theme for the Virginia Branch, Associated General Contractors of America, at their 1967 Annual Meeting held in Williamsburg earlier this year.

Testifying to this fact, and enumerating some of the highlights of A.G.C. activities on a national level, was Na-

tional A.G.C. President Alton V. Phillips, a general contractor from Seattle, Washington. He singled out the Virginia Branch A.G.C. for its dynamic growth during the past five years, commending its officers and staff for the inspiring job they have done in building a progressive and modern organization emblematic of skill, responsibility and integrity in the construction industry.

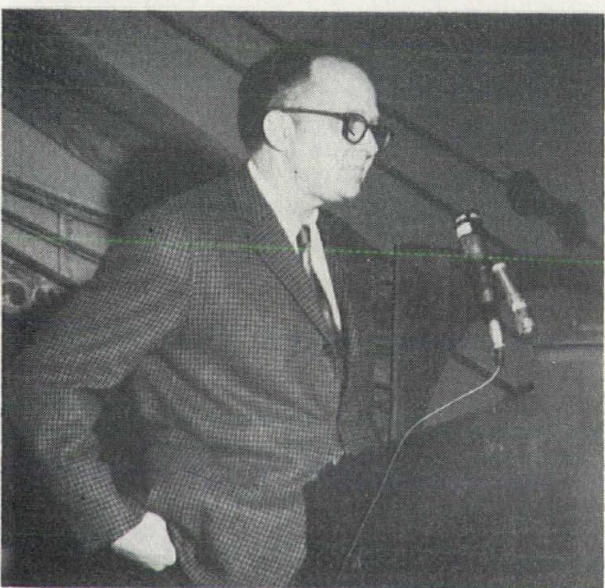
This growth was not without difficulties, nor without leadership from many quarters. The Commonwealth of Virginia, itself a thoroughly progressive

Shown below the A-201 Panel during a business session of the Virginia Branch Convention included Richard H. Elliott, Secretary of the National Bureau of Casualty Underwriters; John K. Bowersox, Director of the Building Division of the National A.G.C.; A. Carl Schenck (Moderator), A. Carl Schenck & Associates; Kenneth G. MacIlroy & Parris and Alexander H. Slaughter, McGuire, Woods & Battle,



1967

CONVENTION
PERSONALITIES



Above, three segments of construction were represented at the A.G.C.'s Williamsburg Convention. Virginia Branch President (left) Marvin W. Lucas; Commissioner of Labor and Industry Edmond M. Boggs; and National A.G.C. President Alton V. Phillips, discuss industry cooperation at convening of 1967 program on Monday, February 20.

At left, Guy Friddell, well-known political analyst, satirist, writer, teacher and weaver-of-spells, talks about Virginia, Virginians, and Senators, during the A.G.C. Legislative Luncheon in Williamsburg.



VIRGINIA BRANCH LEADERSHIP—Members of the Board of Directors of the Virginia Branch A.G.C. during their concluding Board Meeting where actions of the 1967 Convention were ratified. Seated (left to right) are Secretary-Treasurer Samuel H. Shrum; Executive Director Robert B. Woodward; President Marvin W. Lucas; First Vice-President Aaron J. Conner; National Director B. F. Parrott, Sr. and Associate Division President Rex Smith. Other officers pictured (standing) are Second Vice-President Harold I. Miller (sixth from left); National Director R. E. Lee (seventh from left); and Secretary-Treasurer-elect J. A. Kessler, Jr. (10th from left).



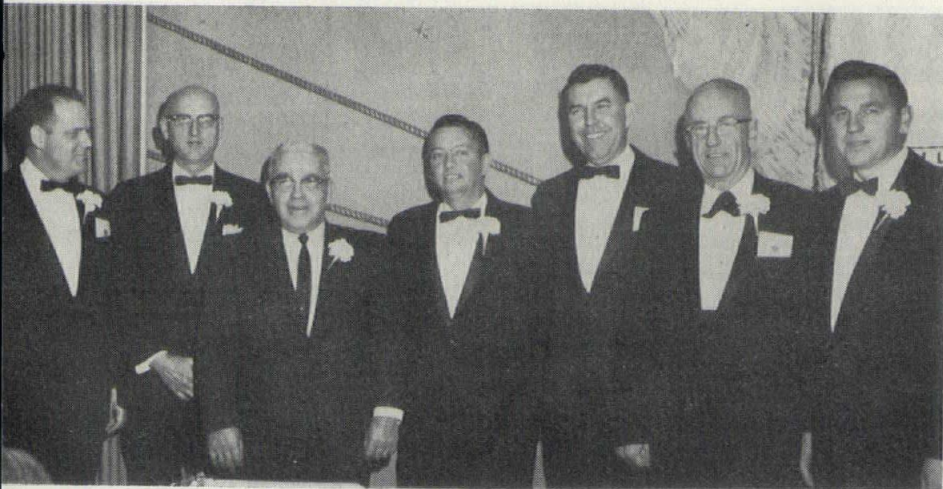
LADIES AUXILIARY IN THE CONVENTION SPOTLIGHT — The "Presidents' Table" includes wife of National A.G.C. President Mrs. Alton V. Phillips; our Secretary-Treasurer's wife Mrs. Samuel H. Shrum; our Second Vice-President's wife Mrs. Harold I. Miller; our First Vice-President's wife Mrs. Aaron J. Conner; our President's wife Mrs. Marvin W. Lucas, and our Convention Chairman's wife Mrs. Philip O. Richardson.

state government, has shared a good portion of the construction volume taking place throughout the nation. Present at the Convention was *The Honorable Edmond M. Boggs*, Commissioner of the Department of Labor and Industry for the Commonwealth. He presented a blueprint for construction safety, contained in the *Rules and Regulations Governing Construction, Demolition and All Excavation*, a construction safety code adopted by the 1964 General Assembly, and drafted in the interim by the Department of Labor and Industry. Effective January 1, 1967, the code has as its chief purpose the establishment of practical and minimum safety standards to provide the maximum protection to the employee, employer and the general public. Com-

missioner Boggs was generous in his praise of the Virginia Branch for the pioneering efforts they exerted in being the first organization in the country to conduct a series of "construction safety schools," beginning in early 1965 in Norfolk, and then spreading to Roanoke, Waynesboro, and Richmond. The A.G.C. also lent its knowledgeable support to the *Safety Codes Commission* in the development of the fifty-one page construction safety code.

William G. Bryson, Chairman of the Virginia Branch's *Safety Committee*, revealed during the Convention that well over six hundred "hard hat" Safety Signs had been purchased by A.G.C. members, testifying to their conscientious and individual support of construction safety. The signs, coupled with a

CHANGING OF THE GUARD—Old and new were represented at the concluding banquet for the traditional "officers picture." (Left to right) Executive Director Robert B. Woodward; First Vice-President-elect Harold I. Miller; President-elect Aaron J. Conner; President Marvin W. Lucas; Associate Division President Rex Smith; Second Vice-President-elect Samuel H. Shrum and Convention Chairman Philip O. Richardson.



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continuing campaign to spread the use of hard hats, has made Virginia a leader in this field. The fruits of their labor were represented by a recommended reduction in workman's compensation insurance rates by 11.1 per cent as a result of the construction industry's excellent safety record throughout 1966.

No organization achieves its goals without a captain. Captain of the Virginia Branch A.G.C. during 1966-1967 is Marvin W. Lucas, owner of Luke Construction Company in Norfolk. As A.G.C. President, he guided the work of fifteen standing committees, a number of special studies, a twenty-one member board of directors, an all-time record budget, the launching of PLAN BULLDOZER, and countless other construction activities. His undaunted inspiration resulted in a resolution being adopted by the membership commending him for his untiring efforts.

Politics permeate every segment of our economy. State government, where many national legislators win their spurs, was casually discussed at a Legislative luncheon by Guy Friddell, well known Virginia newspaperman, columnist, writer, teacher, humorist and political analyst. He gave an off-the-cuff personality sketch of now United States Senators Harry F. Byrd,

Jr. and William B. Spong, Jr. He traced their careers through the Virginia General Assembly, their candidacy for the United States Senate, and their ultimate election. His audience, spell-bound, listened to the tale of how "Billy" and "little Harry" rose, slowly, steadily, but assuredly, to the esteemed positions of United States Senators.

Is all convention business "peaches and cream?" No indeed! There are always a number of controversial resolutions, motions, nominations, and discussions. The Virginia Branch A.G.C., believing that a panel is the best way to air a problem, conducted a forum during their Williamsburg Convention on the subject of the American Institute of Architect's *General Conditions Document A-201*. Moderator was A. Carl Schenck, a past-president of the Virginia Branch A.G.C., who was assisted by experts from the legal profession, the insurance industry, the architectural profession, as well as the national A.G.C. Outcome of the panel? A "Mexican stand-off!"

At an A.G.C. convention the social program is reminiscent of a combination of the New Orleans Mardi Gras, a debutante's ball, the Gay Nineties, and Colonial Williamsburg. The Sunday evening "get together" featured music by Carol Verser and her Cordo-

vox . . . Monday featured banjo and singing by Cecil and Dennis . . . plus an old-fashioned Colonial Dinner . . . and the banquet at the conclusion signified the changing of the guard. Although the new president doesn't take office until July 1st, his election and that of his fellow board members is officially announced at the conclusion of the banquet. President-elect of the Virginia Branch for the year 1967-1968 is Aaron J. Conner, of Salem.

What does the balance of 1967 hold in store for the A.G.C.? Certainly the 90th Congress will consider a number of bills that have a direct bearing on construction. What bill will cause the most trouble? H.R. 100, a bill pending before Congress that would legalize "secondary boycotts" in the construction industry. The House is about evenly divided on this labor-management issue. The outcome? Too much is still to be said on this issue. The White House is silent . . . party loyalty hasn't been challenged . . . and fresher Congressmen are still bloody from the foray over the "right-to-work" battle in 1966.

The economy is loosening up, meaning that construction will probably hold its own during the balance of the year. Experts are projecting both a four per cent drop in construction volume for 1967 . . . to a four per cent increase. To date, we're about even.

The Virginia Branch A.G.C., taking the cue from the National A.G.C., intends to take the initiative in many areas. Legislation, particularly, will take the lion's share of our energies. Safety will continue to take priority, along with a continuing need for inter- and intra-industry harmony. That "whopping 15%" will keep us busy, indeed!

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walnut paneled walls and a terrazzo floor. Also, adjacent to the showroom, there is a customers' lounge with paneled walls and a refreshment center. Between the showroom and the service building, there is a parts department with a stock of up-to-date parts. The inside showroom has space for five new cars with an outside showroom, for eighteen cars, under a canopy-type structure.

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and suppliers were as follows: Hopewell Electric and Engineering Co., Inc., Chester, electrical; Covington Plumbing and Heating Co., Hopewell, plumbing, heating and air conditioning; G. M. Clements Co., Petersburg, painting; Sash Door and Glass Corp., Richmond, glass and glazing, overhead doors; American Buildings Co., Eufaula, Alabama, prefabricated building; Charleston Kelly, Lawrenceville, masonry; Lyttle and Barnes Construction Co., Inc., Richmond, sewerage disposal and Stonell-Satterwhite, Inc., Richmond, terrazzo.



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“LET NELLIE LEARN TO WRITE . . .”

THE CAREER OF JEDEDIAH HOTCHKISS VIRGINIA EDUCATOR

By

DR. ARCHIE P. McDONALD

“Let Nellie learn to write, by all means—the three R’s, as the old field teachers call them, are the foundation of education, book education, and they must be well learned to begin with—the pencil and slate first, the pen & paper next—.” These instructions from Jedediah Hotchkiss to his wife, Sara, concerning the education of their eldest child, may be taken as evidence that even the horrors of a Civil War could not prevent the born teacher from fulfilling his calling. Hotchkiss worked at many jobs, followed many professions during his life, but he was always primarily a teacher, and he could usually be found near some institution of learning.

Hotchkiss’ own education was a mixture of practical experience and formal instruction, and if anything the former was his longest suit. Born on November 30, 1828 on the family property near

Windsor, in Broome County, New York, young Jedediah was the descendant of a Scottish immigrant who established the family in Connecticut in 1642. Subsequent generations moved to southern New York state, and Davis Hotchkiss, Jedediah’s great-grandfather became something of the village patriarch. He helped lay out Windsor, donated land for the village green, and served as its first justice of the peace. The Hotchkiss family was thus deeply rooted by generations of service and years of investment in the traditions and practices of a northern way of life. Young Jedediah broke out of this New York mold because he had an inquisitive spirit, an intense interest in education, and the opportunity as a youth to prepare himself for a professional educational career.

Young Jed received his preliminary education in the public school facilities of Windsor, and topped his formal instruction at Windsor Academy, considered by many as a superior institution for its time and location. The greater part of Jed’s education and wealth of knowledge was not, however, acquired in the classroom. His youthful health and fondness for study frequently led him to the outdoors to explore the geography and geology of the country side and, at other times, to explore the world of books in the open air. A family legend reveals Jed as an adolescent quickly occupying a warm spot left by a recently departed cow, and whiling away the afternoon as the captive of a good book. This idyllic scene, for all of its sentimentality, is probably an accurate description of the educational

method that most mid-nineteenth century youths, Hotchkiss included, practiced in their struggle to learn. Jed particularly enjoyed botany, geology and anything that had to do with the lay of land. Thus as a youth he was already reflecting those interests and building skills that would one day earn him recognition as the best topographical engineer in the Confederate army.

The military career of Hotchkiss is brief, albeit the most noted of his many enterprises, but it was really only an interruption in his professional pursuits of education and field engineering. Actually, Hotchkiss remained throughout the Civil War only a civilian employee and he never received the military commission that he richly deserved. He was variously addressed as “Captain” and “Major”, but the title was only complimentary.

The active part of Hotchkiss’ professional life began in 1846 when, as a youth of eighteen, he set out in the company of classmates to make the domestic equivalent of the Grand Tour. Walking south through Pennsylvania they explored the coal fields of Lyken Valley near Harrisburg. Hotchkiss interrupted his tour to remain for one term as a teacher among the German miners. The rich field laboratory that the area presented to the geologically inclined Hotchkiss must have been a powerful attraction. After completing his term in Pennsylvania, Hotchkiss again moved on toward the Virginia that would become his permanent home. He toured the Cumberland Valley, the Piedmont region of Maryland and the Shenandoah Valley of Virginia

About the Author . . .

Dr. McDonald received his B.S. from Lamar State College, Beaumont, Texas in 1958; his M.S. from Rice University, Houston, Texas in 1960 and his Ph.D. from Louisiana State University at Baton Rouge in 1965.

He has taught at L.S.U., Murray State College and is currently Assistant Professor of History at Stephen F. Austin State College, Nacogdoches, Texas.

His published works include—a history of Freemasonry in early Texas entitled “By Early Candlelight, The Story of Old Milam,” and a number of articles on the Civil War. In addition, he edited the Civil War Diary of Jedediah Hotchkiss, which is not yet published.

These wanderings matured the man and prepared the teacher and the engineer.

The continued tour produced Hotchkiss' second teaching job. When he reached western Virginia, he met Henry Forrer, the iron master, whose brother Daniel was then searching for a qualified tutor for his several children. The bargain was quickly struck, and Hotchkiss moved to Forrer's home to assume his duties in the fall of 1847. His wages were \$300, but this was supplemented with "... board, washing, room, lights, and many more conveniences," and also included a horse "... to ride when I wish to go anywhere." Private tutoring is no doubt a strenuous job, but it need not be an all consuming occupation. Hotchkiss, therefore, found plenty of time for personal study. It was during these hours of privacy when Hotchkiss rode alone in the countryside that he began to make those first crude maps and to learn, by what amounted to self instruction, the principles of topographical engineering.

While these skills were being sharpened by practice, Hotchkiss was achieving recognition as a teacher. His services were in such demand at Mossy Creek that Daniel Forrer agreed to share his tutor with others in a similar need. A pilot building committee met on August 26, 1852 and authorized the establishment of the Mossy Creek Academy. They appointed Hotchkiss to be building superintendent, and he was of course to be retained as Master of the school upon its completion. The original subscribers were Forrer, John Marshall McCue, Jacob Hershberger, Thomas Reeves, Hugh Dever, and J. Givens Fulton, each of whom contributed \$100 toward the institution's support. By 1855 the subscribers list had grown to 15, and a formal constitution bound the institution and prescribed its services.

Hotchkiss continued as Master of Mossy Creek Academy for ten years. He enjoyed the pastoral simplicity of the country school, the dam on the creek that provided the power for a mill and an iron works, and especially the lake created by the dam. Nearly a mile long, the lake provided just the right combination of recreation and scenic relief.

By 1853 Jedediah Hotchkiss was an established young man. He was reasonably well educated, possessed social position and acceptance, and had he chosen to remain in the field, he would have had promising future as an educator. The Mossy Creek interlude was good for Hotchkiss; it gave him honest labor in the teaching of the young,

B

*This portrait
complete
with signature
of
"Jed" Hotchkiss
was found in
a book entitled
"Men of Mark
in Virginia"
and was obtained
through the
cooperation of
The Virginia
Historical Society*

S



pleasant diversion in the nearby lake, and a field laboratory for his geological and engineering interests. It was here that Hotchkiss took the two most important steps of his life, church membership and marriage. He had been since youth trained in the theology of Presbyterianism, the faith of his fathers, and he never considered any other church. On May 22, 1853 he appeared before the board of Mossy Creek Presbyterian Church to confirm his affiliation. The Reverend William B. Brown presided, and satisfied of his faith in Christ, they welcomed Hotchkiss to their fellowship. Rev. Brown was quick to exploit Hotchkiss' professional skill, and he soon had him teaching a men's Bible class.

After his affiliation with the Presbyterian Church, Hotchkiss contracted for another permanent change in his life. In December he traveled north to Lanesboro, Pennsylvania to claim Miss Sara Ann Comfort as his wife. He had first met Sara while touring in 1846 when they were unwittingly introduced by her beau, Ralph McKune. Following the wedding on December 21, 1853, the Hotchkisses returned to Mossy Creek. Sara was a graduate of Kingston Academy, she was intelligent, and proficient in languages. Hotchkiss put her to work in the Academy, and she ably assisted him until their first child was born.

Mrs. Hotchkiss was not a strong woman, and the bearing of her two children, Nellie and Anne, left her weak and in poor health for several years. Jed moved the family from Mossy Creek to Stribbling Springs to take advantage of the healthful waters there. He sold his interest in the Academy to Thomas White, who continued to operate it despite several fires and other discouragements. At Stribbling Springs, Jed taught one term in the local school, and engaged in business with William McKune, his brother-in-law. By the end of the year, Sara was much improved, and Jed was anxious to open another school of his own. Accordingly, he entered a partnership with his brother, Nelson Hill Hotchkiss, who had been working in a number of saw mills as he made his way south from New York, to purchase a large farm near Churchville, in Augusta County. In the fall of 1859, they opened Loch Willow Academy.

The Hotchkiss brothers had divided responsibilities in the operation of Loch Willow. Nelson ran the farm and handled the commissary, and Jedediah was in charge of all academic matters. He had several assistant teachers, including Sara, who taught languages. The school was an immediate, if short lived, success. A financial statement in the Hotchkiss papers reveals an enrollment for the 1860-1861 term of 35 male

(Continued on page 31)

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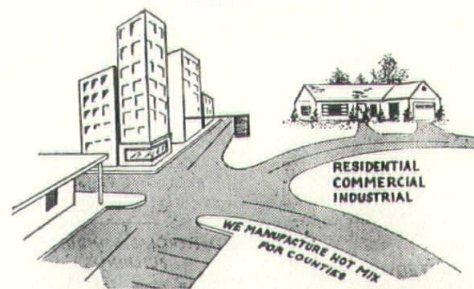
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IN OUR MAILBAG

... and about April — More on "Baine vs. Boon"

Mr. G. Watson James, Jr.
Virginia Record

Dear Sir:

I read your article "Baine vs. Boone-Cowan" in the April issue of *Virginia Record*; while I cannot give you a verdict on the case, I can give you further information on the defendants.

One of the last important frontier settlements in Virginia was Castle's Woods (now Castlewood) which is now in the western part of Russell County. The community was apparently founded by William Snoddy, William Cowan, John Cowan, and Patrick Porter in 1769. They were later joined by Andrew Cowan, Samuel Cowan, and Alexander Montgomery. All of these men were married to members of the Walker family that lived in the same community in North Carolina. The settlement grew rapidly but since it was the point nearest out to Kentucky that was settled, the rich lands there caused many in Castle's Woods to be restless.

The most famous name connected with Kentucky is that of Daniel Boone. Although he had made long hunts there before, he did not attempt to move to Kentucky until 1773. He sold his farm and household goods on the Yadkin River and departed for Kentucky on the 25th of September 1773. A number of families, including his own, accompanied Boone.

The groups traveled to Abingdon (then Black's Fort) and either westward from there or northward to Castle's Woods. I believe they went first to Castle's Woods since many residents of that community were associated with the adventure.

When the group set out for Kentucky from Virginia, they were divided into three groups. In the main body in front were most of the people including Boone. In the middle groups were Henry Russell, James Boone, James and Richard Mendenhall, Isaac Crabtree, a man named Drake, and two slaves. In the rear were William Russell and David Gass.

Early in the morning of October 10, 1773, the middle group was attacked by Indians. All were killed except one slave and Isaac Crabtree. The massacre halted the expedition. They had only

reached Walden's Ridge in present Lee County, Virginia.

Please note that the information here is quite different in some respects from that found in Judge Crush's book, *The Montgomery County Story 1776-1957*. Crush has copied from some old source which I have read—but it is incorrect. The main sources here, and most are available in the Virginia Archives, are: Draper Manuscript 9B93-101; Arthur Campbell to Lord Dunmore, December 14, 1773, Haldimand Papers, Vol. B 14, pp. 206-207, Public Archives of Canada, Ottawa; *Virginia Gazette*, December 23, 1773; Force and Clarke, *American Archives: Fourth Series*, Vol. I, p. 707. Isaac Crabtree was not responsible for the attack. He himself was attacked. From that time on, he was a great Indian-hater. Indeed, in June, 1774, he provoked a major incident in Watauga (now Tennessee) by killing an Indian named Cherokee Billey, a relative of a chief. A major uprising was feared for some time. The murder took place at a horse race and the Indians who attended were friendly.

After the burial of the dead, the expedition returned to Castle's Woods. Daniel Boone and his family accepted the invitation of David Gass to live in a cabin on his property in Castle's Woods. The family remained there for the next two years.

By June of 1774, war was approaching with the Shawnee Indians in the Ohio Country. The frontiersmen busily constructed forts for protection. They also found it necessary to warn the many surveyors who were in Kentucky. The most important man in Castle's Woods and the local militia leader, William Russell, was told to send someone to Kentucky. He chose "two of the best hands I could think of, Daniel Boone and Michael Stoner." Boone and Stoner departed on the 26th of June, 1774. The records of Dunmore's War in the Virginia Archives indicate they were paid for 59 days service although Boone claims they were gone 62 days. Boone also says they left on the 6th of June and were "solicited by Governor Dunmore." Most writers have accepted Boone's statement which appears in his autobiography which appeared in John

(Please turn the page)

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Filson, *The Discovery, Settlement and Present State of Kentucke, 1784*. You might check Dunmore's War Records pp. 226, 228 and Draper Manuscript 3QQ46 which is a letter from Russell to William Preston dated June 26, 1774.

Boone and Stoner went first to Harrodsburg where James Harrod was laying off the first town in Kentucky. From there they went on to the mouth of the Kentucky River and then to the Falls of the Ohio (Louisville). After about two months, they returned to Castle's Woods.

When the two frontiersmen returned they found that most of the men of the community had gone to Ohio to fight the Indians in what amounted to a one battle war—Dunmore's War. Boone and Stoner tried to join the others but on catching up with them were ordered to return to help protect the settlements. Men like Boone were soon needed because a band of Indians under their chief, John Logan, began to attack the settlements in September 1774. Boone was in charge of Moore's Fort in Castle's Woods. The people there were so frightened that they refused to leave the forts to care for their crops. Boone did make short forays outside the walls and according to a militia leader Boone was "very diligent at Castle's Woods and kept things in good order."

On September 29, 1774, an attack was made on Moore's Fort. A man by the name of John Duncan went out of the fort about twilight to check a pigeon trap. He was killed and scalped by the Indians. The men, led by Boone, tried to find the Indians but it was too dark.

Later a man was killed at Fort Blackmore, some 25 or 30 miles west of Castle's Woods. Boone and another militia leader, Daniel Smith, went to their aid. They took 30 men with them. Unfortunately, they left seven horses outside the fort during the night. The

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Indians stole six of them. The troops led by Boone and Smith scoured the woods for Logan and his band but they did not find them.

Even if Boone had his horses stolen, the people at Blackmore's Fort wanted him to be made a captain in the militia. They drew up a petition. During the month of October, 1774, Boone was made a captain with the responsibility for protecting three forts (Moore's Fort and Russell's Fort in Castle's Woods and Blackmore's Fort).

After Dunmore's War, things were quiet for a while on the frontier and in January 1775, Boone was able to make another of his long hunts into Kentucky. Shortly after this Boone made contact with Judge Richard Henderson of North Carolina who bought Transylvania (or Kentucky) from the Cherokee Indians for a few wagon loads of shoddy goods. Boone was contracted to cut the now famous Wilderness Road. In March, 1775, he left Castle's Woods and began his task. In the fall of 1775, Daniel Boone returned to Castle's Woods and removed his family to Boonesborough.

Thus it appears that the bond made by Daniel Boone and William Cowan was made while they were both living in Castle's Woods. After the ill-fated expedition to Kentucky in October, 1773, met with disaster, Boone returned to Castle's Woods. Cowan already lived there. Boone had sold his household goods and his farm in North Carolina. By March 12, 1774, he was perhaps in need of assistance. Could Cowan have been a co-signer? I have never seen a reference to Alexander Haine before. I am quite sure that he was not a resident of Castle's Woods. The nearest settlement was twenty-five miles away in Abingdon and he might have been a resident there.

There is no evidence that Boone left Castle's Woods from October, 1773, to June, 1774, when he went to Kentucky to warn the surveyors. Thus when the

warrant was issued for his arrest, he was still there. He remained there until June 26, 1774, when he went to Kentucky for about two months. When the warrant of April 10, 1775, was issued Boone had departed for Kentucky.

Sheriff Thompson can be excused somewhat for his apparent disinterest in the matter. Castle's Woods was a long, hard journey from the Lead Mines. He probably knew that Boone had few goods to seize; he could have obtained this information from William Russell who lived about two miles from Boone and who was a justice of the peace of Fincastle County. Russell frequently attended meetings of the county court. I am not sure what happened to William Cowan. Most of the family eventually moved on to Kentucky sometime later.

I formerly taught high school at Castle's Woods (or Castlewood) and

my master's thesis was "Castle's Woods: Frontier Virginia Settlement, 1769-1799." If you are interested, you could probably obtain a copy through inter-library loan from East Tennessee State University. An article taken from the thesis entitled "The Frontier at Castle's Woods," is due to appear in the *Virginia Magazine of History* during the coming year. At the present I am a teaching assistant and a candidate for the Ph.D. here at the University of Georgia.

I hope that I have helped you somewhat; but it appears to me that the situation is more confused than before.

Sincerely,

James W. Hagy

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University of Georgia
Athens, Georgia

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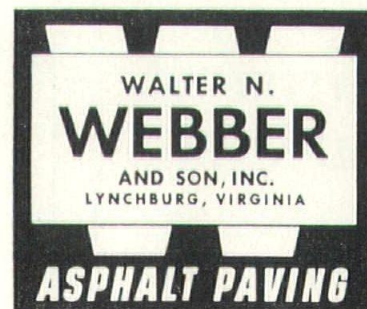
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NAWIC Charters Richmond Chapter

WITH THE CHARTERING of the Richmond Chapter in the National Association of Women in Construction there is now a total of 29 states and Washington, D. C. represented in the NAWIC. Chartering Services for the Richmond Chapter took place at a dinner meeting at the Hotel Jefferson, Richmond, on May 27, 1967 at 6:00 P.M.

Present at the Chartering Services, in addition to husbands of the members, were employers from all phases of construction, including architectural, consulting engineering, general contracting, subcontracting and material supplying. Senator Edward E. Willey was the guest speaker.

Since their initial meeting on February 22, 1967 at the Builders' Exchange, membership of the Richmond Chapter of Women in Construction has grown



OFFICERS OF NEWLY FORMED RICHMOND CHAPTER—Shown above are: (left to right) Mrs. George E. Love, Treasurer, of J. W. Bastian Co., Mrs. O. P. Thrower, President, of J. W. Bateson Co., Inc.; Mrs. Betty Van Doren Rose, Secretary, of The Ceco Corp., and Mrs. Dorothy C. Beasley, Vice President, of Earl M. Childrey, Inc., General Contractor.

to 40. The chapter's endeavors will be in the educational, philanthropic, civic and social fields. Enthusiastic about their growth in such a short time, they invite all those who qualify to join them.

Applications for membership may be secured from Mrs. Dorothy C. Beasley, c/o Earl M. Childrey, Inc., General Contractor, P. O. Box 4294, Richmond, Virginia 23224. ●

Richmond Man Elected To NWAHACA Posts

HENRY P. JORDAN, JR. of Richmond, was elected treasurer of Region 5 of the National Warm Air Heating and Air Conditioning Association. Elections were held at the recent annual regional conference in Norfolk.

Region 5 includes the states of Delaware, Maryland, North Carolina, Virginia, West Virginia and the District of Columbia. Other regional officers for 1967 are: John J. Krafft, The Krafft Co., Alexandria, president; Henry T. Rodgers, Climatamakers, Inc., Virginia Beach, first vice president; Raymond W. Darnold, Jr., Darnold, Inc., South Charleston, W. Va., second vice president; and Jack Harrower, Moser Plumbing Co., Asheville, N. C., secretary. Mr. Jordan was also selected secretary of the Virginia state group of NWAHACA. He is with Jordan Metal Co., Richmond.

Other newly elected Virginia state officers are: Milford A. Weaver, Va. Blower Co., Collinsville, president; David A. White, H. L. White & Son Sheet Metal Works, Inc., Suffolk, vice president and Hugh E. Cothran, J. H. Cothran Co., Inc., Altavista, treasurer. Ralph H. Huskey, Ralph Huskey Contractor, Inc., Newport News, is a delegate. ●

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VIRGINIA METAL PRODUCTS MANAGER ELECTED TO POST WITH STEEL DOOR INSTITUTE

STEEL DOOR INSTITUTE of Cleveland, Ohio has elected R. Glynn Coleman to serve as Vice Chairman of their Technical Committee for the years 1967 and 1968. This post is the second highest position in the organization.

Mr. Coleman, 41, is assistant manager of the Building Products Division of Virginia Metal Products Division, the Gray Manufacturing Company, Orange. He served in the U. S. Army Air Force during World War II, was graduated from Murray State College, Kentucky and taught at Orange County High School from 1949-1954. He joined Virginia Metal Products in 1955. ●

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Virginia's Interstate System

(Continued from page 12)

evening rush-hour traffic. This segment will extend 11½ miles in length, from a gigantic interchange at Springfield to the 14th Street bridge and will be developed at a cost expected to exceed \$50 million. Plans being drawn now envision the possible use of television cameras and other electronic equipment to monitor and control traffic. If all goes well, the work will probably be completed about 1972.

Or consider the Big Walker Mountain tunnel to be constructed on I-77 about seven miles north of Wytheville. It will be by far the largest mountain highway tunnel ever built in Virginia, costing well over \$20 million and taking about three years to complete. It will provide a pair of two-lane tubes 4,229 feet long, containing elaborate ventilation equipment and continuous fluorescent lighting. An estimated 1,317,820 yards of rock and earth will be removed in the tunnel construction, and this alone is expected to cost about \$5 million.

Engineering ingenuity is obvious on projects such as the Shirley highway and the Big Walker tunnel. But it's also evident, to a less dramatic extent, in the entire interstate system.

It is reflected in the gentle curves and grades and long sight distances, in the wide, varying medians which divide

opposing flows of traffic, and in the intricate design of the interchanges which control access.

These access features are probably the most vital safety factors on the interstate routes, for they have eliminated the danger of grade-level, intersectional collisions. The divided roadways have virtually eliminated head-on collisions, and prohibitions against pedestrians on interstate routes have, if fully obeyed, removed another potential accident hazard.

All of this isn't to say that there won't be accidents on the interstate system. Unfortunately, they will continue—but no one questions the fact that the interstate highways are far safer than conventional roads.

Federal authorities estimate that the system, when completed, will each year save the lives of 8,000 persons who would have died in traffic crashes on the old roads. In Virginia, engineers estimate a saving of 150 lives a year, and they believe that the superior design of these facilities has saved approximately 180 lives in the past six years.

Late in 1966, the Highway Department completed a study that demonstrated conclusively the safety values built into the interstate system.

The study dealt with north-south traffic on US 1 and I-95 between Richmond and Woodbridge, and concluded that while travel in the corridor had increased 73 per cent since 1962, the accident rate had dropped 49 per cent,

the injury rate 47 per cent and the death rate 45.5 per cent. The US 1 statistics were based on accident experience in 1962, the last full year before any section of the parallel interstate route was opened to traffic. The I-95 statistics were based on accidents in 1965, the first full year the entire length of the new road was in use.

The study showed that 11 persons died along US 1 in 1962 for every 100 million vehicle miles of travel. In 1965, although traffic was up sharply, there were six deaths for each 100 million miles of travel in the corridor.

Increasingly, as expected, motorists are flocking to the new interstate highways.

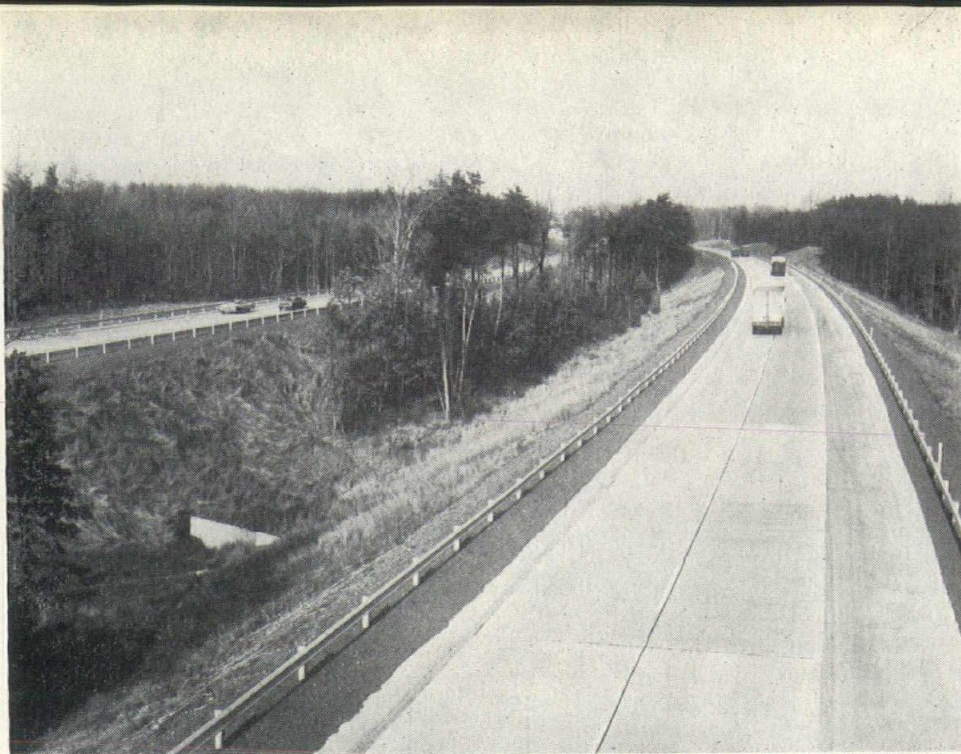
In Virginia, the sections completed by last summer represented 5.5 per cent of the total of the interstate and rural primary systems combined—but carried almost 20 per cent of the total traffic.

Average traffic per mile of road in the interstate system was 12,818 vehicles a day, compared to 3,021 vehicles a day on the rural primary system.

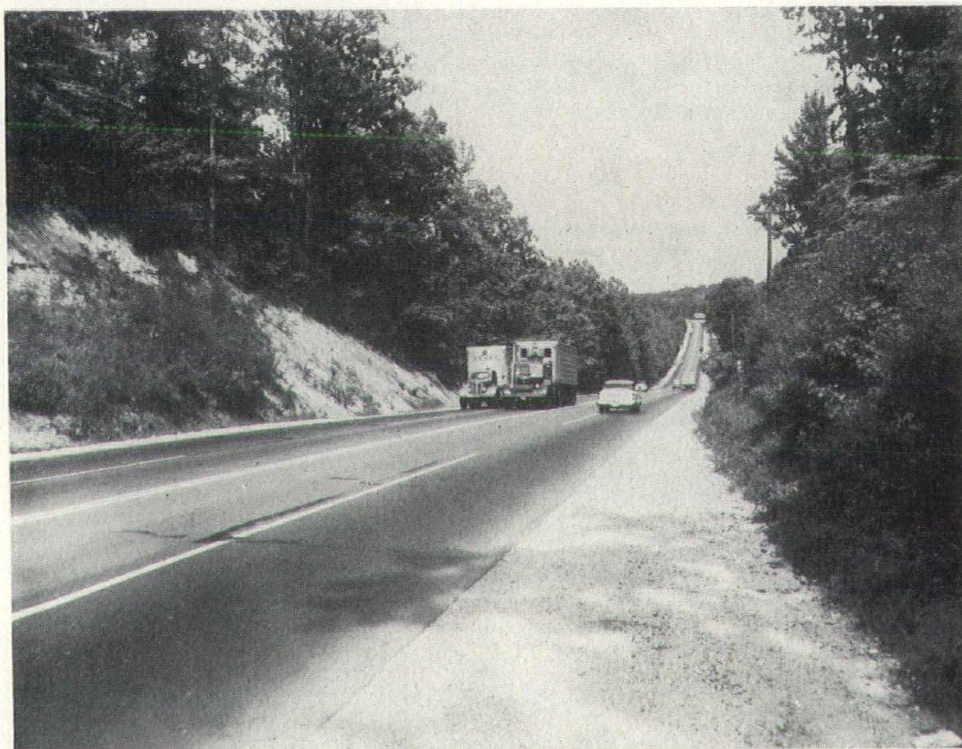
I-95, with only about 1.6 per cent of the total interstate-rural primary mileage, bore 9.6 per cent of the total travel. Last summer's survey indicated that 21 per cent of out-of-state passenger cars and 22 per cent of tractor-trailer trucks were using I-95. The capital beltway, I-495, with .28 of 1 per cent of the total mileage, served 3.3 per cent of all traffic. It also ranked first in density of travel, with 41,699

The photos below, taken on I-95 in Fairfax County show the "before" (left) and "after" (right) of the Shirley Highway development planned for the next few years.





The New and the Old—Shown on this page are photos of I-95, North of Fredericksburg in Stafford County (above), a sort of "after" view, and the old US-1, 2 miles north of Dumfries, in Prince William County—a "before" view for motorists travelling in that general corridor.



vehicles a day for each mile of road.

Besides striving to meet the basic highway transportation needs, engineers and builders have sought to place the interstate routes naturally in the land through which they pass. And they have won plaudits for aesthetics.

Three times in the past five years judges in scenic highway competition sponsored by Parade magazine have selected a Virginia interstate route as one of a handful of new roads best embodying the principles of good design, beauty, utility and sound land use.

First, it was the segment of I-49 between US 50 and 350, near Alexandria, chosen in 1962. Next came I-95, between Fredericksburg and Woodbridge, in 1965. Last year, the segment of I-81 between Newbern and Christiansburg in Southwest Virginia was among the winners.

Some of the highest praise from motorists who travel on the new highways has been reserved for the rest areas, where they can pause from the rigors of long-distance, high-speed driving.

Eventually, there will be approximately 40 of these facilities along the Commonwealth's interstate routes, and some will be combined with tourist information services.

The rest area buildings, which provide modern rest room facilities, are of colonial architecture and brick construction. They are located on scenic sprawling grounds equipped with picnic facilities, and are, in some respects, a continuation of the highway wayside program in which the State has been engaged for many years.

The interstate construction program itself, for that matter, reflects a determination of many years' standing to keep up with highway needs as funds permit.

And while there probably isn't a highway official in the nation who foresees the day when money will be plentiful enough to meet every need as fast and as early as desired, they would agree that the interstate system is the best solution that's been found.

It's likely that millions of motorists who by now have driven on the nation's interstate routes would agree, to

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"Let Nellie Learn to Write . . ."

(Continued from page 21)

students who paid a total of \$661.00 for board and \$733.25 for tuition; and 19 female students who paid \$92.00 for board and \$281.00 for tuition, for a term gross of \$1737.25.

This happy beginning was soon marred by the secession of Virginia and the coming of Civil War. Soon after the beginning of hostilities an assistant professor led a number of the male students to join a cavalry company, and when the dwindling enrollment became too small to justify keeping Loch Willow open, Hotchkiss sent the female students home and offered his services to the army.

Hotchkiss entered the service in July, 1861 and served during the fall campaigns in western Virginia under Lieutenant-Colonel Jonathan M. Heck. Ill health forced his retirement to Loch Willow during the winter of 1861-62, but he served the remainder of the war as Topographical Engineer for the successive commanders of the Second Corps, Army of Northern Virginia. Hotchkiss was first appointed to the post by General Thomas J. Jackson, and it is with that officer that he is most associated; however, he served with equal value the Corps' successive commanders, including A. P. Hill, R. S. Ewell, and Jubal A. Early. War was an important interruption in the career of Hotchkiss as an educator, for it brought him into contact with men who would be prominent in the postwar political-economic structure of Virginia and the South. But he was never far from his school associates, and several war experiences revealed how intertwined the lives of professor and students may become, and how permanent is the calling of the teacher. In April, 1863, Samuel Forrer, a former pupil of Hotchkiss, was charged with desertion, and he sent for his old teacher to come and intercede in his behalf at the court-martial. Hotchkiss visited Forrer in his prison cell, and heard his explanation of how he had crossed the lines in search of medicine and had been apprehended upon his return. Forrer had a strong claim on Hotchkiss because he was the son of Hotchkiss' old benefactor at Fossy Creek. Since he found Forrer to be repentant and ready to accept his punishment, Hotchkiss spoke to the court in behalf of his former pupil. One can only guess why such a plea might have had influence, but it was apparently successful. Forrer wrote to the Hotchkiss family as late as 1908 on

the occasion of Mrs. Hotchkiss' death to express his sympathy and to remind them of his debt to Hotchkiss. On another occasion in 1863 a Mr. Hensberger, another former pupil, assisted Hotchkiss by loaning him a horse after his own was stolen during an absence from camp.

In letters to his wife Hotchkiss revealed a continuing interest in intellectual matters and in teaching. He wrote on August 29, 1863 of reading

Les Miserables, and a number of references appear in his journal regarding camp sessions during which the staff members would pass long evenings by reading aloud. On one trip home he met a Mr. Van Meter, who offered him a school in Hardy County. Hotchkiss would have taught 15 students at \$100 each. He declined this offer because he considered Hardy County too close to the enemy. On a subsequent trip another passenger offered to sell Hotchkiss

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a farm that might be converted to a school, similar to the operation at Loch Willow. In the end a dearth of credit and the wishes of Mrs. Hotchkiss prevailed against this venture. Hotchkiss was receptive to these offers because of ill feeling that had developed between himself and Nelson, and the result was the sale of the farm in Augusta County. Hotchkiss' home and the classroom were reserved from the sale, but Loch Willow would never be the same, and Hotchkiss seemed anxious to move. At war's end, however, Loch Willow represented Hotchkiss' only asset. The school was largely unharmed by the war, and neglect had been its worst enemy. Hotchkiss arrived home on April 19, 1865, and by May 10 he had sufficiently rehabilitated it to open its doors, at \$100 each, to the four students that he could enroll. The prospect there was for a ten month term, but on June 20 he suspended operations with the intention of resuming them on September 1, 1865.

The great uncertainty in the political and economic situation at that time permanently closed Loch Willow's doors, but Hotchkiss soon had a happier arrangement in Staunton. Through the recommendation of William Allen Hotchkiss secured a position as tutor to the children of Colonel Michael C. Harman, Colonel A. W. Harman, Major Jonathan A. Harman, Major H. M. Bell, J. Wayt Bell, and W. J. D. Bell. They agreed to pay him \$1500 in specie to teach their fifteen children for ten months, and Michael Harman agreed to pay an additional \$270 for his two children. The school was opened on September 6, 1865 in a long building behind Hotchkiss' new house located at the corner of Lewis and Water Streets, in Staunton. All students were male, and all were present for the first day's class. The Rev. R. C. Walker of the Union Presbyterian Church soon had Hotchkiss teaching a Bible Class beginning the next Sunday.

Hotchkiss continued at the new school for two years, but it gradually became more a base of extended operations, rather than his whole employment. He was soon giving instruction in science at the Mary Baldwin Seminary, also in Staunton, and before the year was out he was occupying his afternoons by surveying and other field employments, especially those associated with mining and engineering. It was not long before the profitability of these duties drew Hotchkiss permanently from the classroom. Except for lectures at the Augusta Female Seminary, the University of Virginia

and at Washington University when Robert E. Lee was president of that institution, he was no longer personally associated with classroom instruction. As a promoter of education, however, he was at this point in his career reaching a point where he could do the most good. He traveled widely in the North and in England, primarily in search of investment capital for the development of Virginia's mineral wealth; but all of his travels are marked by speaking engagements at such places as the Lowell Institute in Boston and before the Royal Society of Arts and Sciences in London. He was a member of many professional organizations, especially those concerned with geology, but also many learned groups, such as the Southern Historical Society, the Scottish Society, and the American Society. Most significantly, he was one of the assistants of Barnas Sears, general agent of the George Peabody Fund, and he worked to popularize the public school system in Virginia.

In his later years Hotchkiss began a service to the public schools and private scholars for generations to come when he became active in the publication of geological and historical materials, and in assisting others in these fields. For some time he had served as a kind of clearinghouse for former Confederates who were interested in writing of their military careers. Jubal Early, William Allen, James Power Smith, and John Esten Cooke were among those who were thus in Hotchkiss' debt. With Allen, Hotchkiss had published a few accounts of battles and descriptions of battle fields in Virginia, and Hotchkiss was selected by the Virginia Board of Immigration in 1876 to prepare a geographical and political summary of Virginia, featuring its attractive climate, labor market, and soils, to interest immigrants and investment capital to the state. From 1880 to 1886 he published *The Virginias, Augusta County*, and a large number of maps included in the *Atlas to the War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies* were from his collection. Hotchkiss' service to G. F. R. Henderson in the preparation of his monumental biography of Stonewall Jackson, especially in loaning his journals, maps, and personal fund of information, and by obtaining the co-operation of other former staff members, was, by Henderson's admission, invaluable.

His assistance to Henderson may well be Hotchkiss' most valuable contribution to history and to subsequent education, but there remained one additional publication of great merit. After

thirty-five years of assembling information on the military story of Virginia during the Civil War, he published a few months before his death, *Virginia*, volume III of Clement Evans' *Confederate Military History*. It is now a standard work of Civil War historiography, and may be considered a primary source for certain campaigns because of Hotchkiss' involvement and his familiarity with the terrain and other participants.

Hotchkiss spent his elder years in business in the development of the Virginias, and finally in promoting education. When he died on January 17, 1899, his passing was mourned by many men from the various fields in which he had labored, by miners, soldiers, and in particular by former students. His checkered career had brought him recognition in numerous pursuits, yet none was so pleasing as to be remembered by a former student, or so satisfying as to note their success, in which he could feel he had played a part. His seventy years were, by any measure, years of

production and success, and his place in history is secured by his actions, deeds and writings. But he may have been closer to his calling, and felt more satisfaction and human concern, when as a soldier in the field and far from home, he wrote, "Let Nelly learn to write . . ."

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"Invent the Future"

(Continued from page 5)

citizen, vain of his civilized enlightenment, might regard the superstitions of some bush tribe.

He had my article cut to pieces, with every favorable reference to the Organization removed, and added the gratuitous insult of sending down a beatnik married couple who, in shooting pictures for the article, studiously avoided following every suggestion I made. Naturally the unrepresentative photographs that appeared with the article were attributed by local readers to me, and for some time I shunned public places and parties to avoid persons who wanted to tell me (with scornful laughter) how ignorant I was about the Virginia I presumed to write about. It was not, however, only because of the criticism heaped upon my suffering head that I ceased to view Ted Patrick's "literary" vanities as harmless.

Knowing intimately his skimpy educational background and the shallowness of his glibly clever, pragmatically shrewd mind, I knew that his transformation from Madison Avenue cynic to Liberal Establishment satellite was not the result of any profound philo-

sophic soul-searching. He had joined a fashion in mental attitude, just as he stayed in the vanguard of fashion in places of eating—and no one could escape the irony of his verbal bleeding for the people, in the standard Truman position of that era, while using Curtis expense account money to grease the palms of headwaiters who bowed at his approach for all to see.

In controlling his segment of a mass medium, Ted never used the magazine for direct promotion of the Liberal Establishment's doctrinaire opinions and big government goals, but by omission—as in the cuts in my Virginia piece—and by the fashionable writers he selected from the Establishment, he managed to convey the idea that his heart was with the Left. In other words, his convictions were not sufficiently motivating for the powerfully situated editor to commit any action, or even to make any commitment which involved him; like the passing pets of the Liberal Establishment who gave "tone" to the magazine by a viewpoint, Ted Patrick was a "talking" Liberal, verbally subscribing to the attitudes which identified him with the vogue of political enlightenment.

Where Ted's vanity in this joining ceased to seem harmless was in its in-

dication of the motivation by the mass of subscribers to the then prevailing "acceptable" attitudes. In this mass joining, any demurrer against the growing size and centralization of the government was contemptuously dismissed as a Rightist, or even reactionary. The arguments presented by those not of the Enlightened Liberal Establishment were never given any validity never seriously considered; they were dismissed, just as Ted Patrick smilingly dismissed my regional identification, as no more than tribal superstitions, beyond even pity.

This attitude was, in the span of history, a very short time ago. Most of the subscribers of this so-called Liberalism are still around. Yet, in only the last few days, I have read, in widely scattered sources, of disenchantment with the results of the political attitude which so completely dominated the scene a few years ago.

Time Magazine ran an essay on the New Left, or new Radicals, who now have turned against Big Government. Grown fearful of the centralization of such recent fashion, the far Lefters now regard the Liberal Establishment as old-fashioned, and denounce the very attitudes which gave such a superior sense of security to the formerly en-

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lightened. As *Time* pointed out, while many of the programs currently advocated by the new New Left are utopian and impractical, the practices and attitudes which the young Radicals now want to correct are exactly those attitudes and practices which the conservatives (Rights) questioned yesterday.

Then James Reston, in his syndicated column, wrote of the gloom found in Washington by the nation's newspaper editors in their annual pilgrimage to the capital. Reston wrote that "one thing is coming through in Washington: officials seem to be saying that we have taken on so much in the world, in the cities, with the races, that we have raised expectations beyond our capacity to perform." Washington, he summarized, "has moved from the realm of rhetoric to the realm of reality." Here again, the despised conservatives have been maintaining since Roosevelt's second term that the Liberal trend defied the realities of living communities.

Now comes Paul Goodman, a perennial Radical Pied Piper to the young, with an imposing list of charges of the failure of present American attitudes and programs as they relate to the individual, especially the young. Prominent among the failings, as seen by this

Radical guru, is the loss of regional consciousness. When I had lunch with Ted Patrick, it was my regionalism that finished me with an old friend and made suspect my writings about my own state. In such a short time, now to the new New Left to be regionally conscious is to be right. For the young Radicals, while too sophisticated to advocate a love of and identification with a place, propose to achieve a new regionalism by planned small communities, free of the domination of a Central Government — free of the leveling which their precursors regarded as the touchstone of political fashion (so long as their own expense accounts limited this leveling to others).

I also read here and there a few cautious voices raised against the idolatry to the late President Kennedy and his "liberalism" (James Meredith escorted by a task-force into the University of Mississippi), and some seers are so bold as to say that Bobby's slipping farther to the Left than his Liberal brother is too far for the practicalities now faced by the Old Liberals and yet not far enough for the New Liberals, the current Radicals.

Without a sense of history, it could all be very confusing. With a sense of

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(Continued from preceding page)

history, one grows tolerant to all fashions and regards all vogues with the knowledge that "this too shall pass." It is not at all surprising to find that the extreme of the Radical completes the circle back to a more conservative position, even though the New Liberal would scorn any association with conservative tags or ideas. But it doesn't matter what any group calls itself (though the Liberal Establishment, especially in Washington politics, is very backward in discovering that).

The point is that all manner of people under all manner of labels feel the threat to the human condition under the effects of the political programs of the past thirty years—the same programs by which the conservatives became unfashionable (almost unmentionable) by resisting. However, the larger lesson has not been learned from the community failures brought about by the success of Liberal doctrines.

A columnist, Charles Bartlett, an intimate supporter of the late President Kennedy, made his summarization of the ills and disappointments, and then concluded that we needed to take certain steps in order to "invent the future." It is exactly this presumption that man *could* "invent the future"

which has caused the present disillusionment. The presumption was/is based on the assumption that legislative measures could be introduced, or imposed, that would produce the desired effect without regard either to human nature or the natural law that each action causes a reaction.

In medicine, new drugs are subjected to years of experiment to guard against "side effects" before being introduced. Some drugs are prescribed in which side effects are inevitable and, in those cases, the patient is warned of what to expect, while the doctor maintains an observation to discover if the patient can tolerate the side effects of the drug. In our Liberals' invention of the future, no allowance was made for side effects and it was assumed that the communal body would tolerate all sudden changes. This is the fallacy that must be corrected.

Its correction, however, itself involves human nature, and its relationship to its current environment, in the elected officials in Washington. We have reached a point in time where the fallible humans we elect to the highest office feel under a compulsion to make instant change. If they took the time, as in medicine, to study the possible side effects of drastic measures, to

evaluate the communal body's tolerance for sudden injections, the administrative term would be over. Hence they feel they must create change overnight, and validate the suddenness of the operations by creating expectations for which *no one* could assume the responsibility of fulfilling.

The most practical guide for a troubled individuals has proven to be the axiom, "One day at a time." Instead of trying to "invent the future," the political leaders and the Liberal programmers, whether old Old or new New, would do well to meet the need of the present. No one need fear being caught outside of a current vogue if, at all levels of government, our officials would commit themselves to "The Eternal Now"—and let God look after the future, as He seems to have a way of doing anyway, in the lives of individuals and the lives of the societies formed of individuals.

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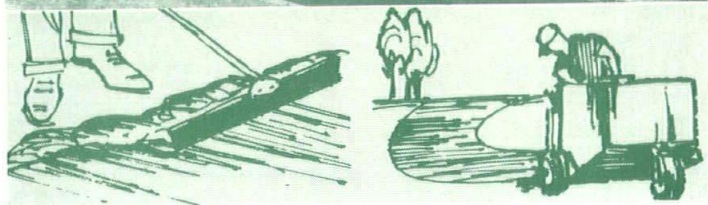
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