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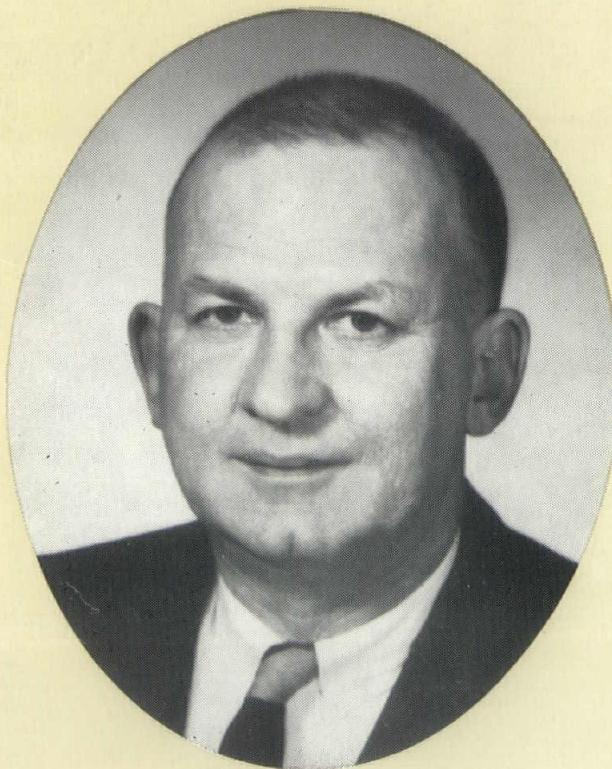
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Phones: 644-2722 or 644-6717

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Vol. 90—No. 6

1 year \$3—2 years \$5—Per Copy 35¢

JUNE 1968

Whatever Became Of "My Country, Right or Wrong?"

HOLMES ALEXANDER, a columnist whom I respect, wrote that it devolves upon Richard Nixon to repudiate the political "revolution" which various observers of the national scene predict is gathering before our eyes. Last month his magazine commented on the report of the commission which had studied future trends with a view to anticipate developments. This report predicted the likelihood of a governing "elite" replacing the haphazard representation sent to Washington by democratic processes. Mr. Alexander was commenting upon a manifesto published by the Center for the Study of Democratic Institutions in which predictions were limited to the passing of the party system, with its national conventions turned into television spectacles. The "revolution" Mr. Alexander had in mind was the immediate overthrow of the traditional party methods for nominating and electing a President, to be replaced by living room electioneering via the television. In this immediate "revolution," the gainer whom Mr. Alexander fears would be Bobby Kennedy.

If this irresponsible example of raw ambition would be the winner in the overthrow of "the smoke filled room" by the idiot-box, then, in the immediacy of the revolution it would seem that Mr. Alexander's fears are justified. And he may well be right that Nixon is a candidate who could control the political revolution instituted by "some TV mobologist." And if Nixon should thus win the election, from all that is known he would appear to possess the potentials to serve competently under conditions such as we have previously experienced.

But Mr. Alexander has fallen into the pundit's pit of analyzing the symptoms and overlooking the cause. This early stage of political revolutionizing is merely the first sneeze heralding the presence of an inner upheaval in the body politic. The accidental revolution—as Michael Harrington calls it in his alarming book, *The Accidental Century*—has been gathering for decades beneath the statistically evaluated surfaces to which national politicians devote their attention. The columnist-pundits work so closely with the daily minutiae of the operating machinery that they don't see the whole for the details. Indeed, the bread-and-butter stuff of most of the pundits has become the chronocling of each minute move of politicians who might participate in a national nominating convention and subsequent run for election. In this way the pundits have tended to reduce all the grave problems at the basis of the nation's troubles and anxieties to the mechanics of personal politicking. The various candidates and non-candidates under consideration are followed as if the pundits are issuing daily reports from the training camps of prize-fighters, with nothing more involved than a championship belt.

By losing themselves in bulletins from the campaigners' camps, the pundits, by comparing the campaigners' chances against one another, have lost a sense of evaluating the individual candidates in relation to the changing needs the government is required to meet. They have become like the critics of motion pictures and television shows: the average is so poor that a mediocre product is hailed as superlative.

(Continued on page 37)

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ON OUR COVER—

It is a well known fact that any agency is only as good as its key men. The two top men in the Virginia Highway Department are pictured on our cover. Profiles on these and others responsible for our fine highway system start on page 11 of this issue.



A BOLD NEW DIMENSION FOR THE OLD DOMINION

By

ALBERT W. COATES, JR.

Public Information Officer

Virginia Department of Highways

VIRGINIA'S current highway construction program represents its largest public works undertaking, and the evidence is apparent all across the Commonwealth this summer.

It ranges from the US Route 13 dual-laning along the Eastern Shore to the reconstruction of US Route 23 in the mountainous Southwest; and from the sophisticated Interstate 95 superhighway taking shape in the Northern Virginia outskirts of the nation's capital to the interstate and arterial development in Southside's farm country.

In these regions and at many points in between, men and machinery are building a bold new dimension for the Old Dominion.

This unequalled public works program is seeking to meet the needs and desires of a people increasingly on the go. Each year, as population, car registration and travel mount, there's a demand for more and better roads.

For a decade, Virginia's highway construction has been moving ahead rapidly. More than \$300 million a year in state and federal funds is now going into the program.

W. M. Sclater Jr. of Marion, who steps down June 30 after 10 years as the Bristol District's member of the State Highway Commission, spoke of the Commonwealth's highway growth in an address before a hometown audience last spring.

"In the mid-1950s, before the beginning of the interstate and arterial programs, Virginia had only about 300 miles of four-lane divided highways," he noted.

"Today, this total has been increased five times, to 1,500 miles, and by the mid-'70s, if our present pace



Shown on the facing page is a prize winning segment of I-64 in Alleghany County. Above, a completed section of Arterial 29 in Madison County.

maintained, the state will boast some 10,000 miles of these multi-lane, modern highways."

Sclater pointed out that highway development throughout Virginia is proceeding under a nine-year improvement program endorsed by the 1966 General Assembly "and designed to meet the minimum basic needs of motorists."

"I emphasize 'minimum basic needs' or such a qualification is necessary."

"Unfortunately, I doubt seriously that any of us will see the day when

funds are sufficient to build and improve all of the highways and streets desired and needed by the public," he said.

"The principal challenge, then, becomes one of trying to keep up with these minimum requirements, and if even this can be achieved we will have gained a great deal."

Virginia's expanded highway program—aimed at "keeping up"—began with initiation of the interstate system, which was set into motion by the

Congress in 1956. The national system, totaling 41,000 miles, brought increased highway development to virtually every state—Alaska alone is without an interstate highway. Nationally, some 26,000 miles of the system have been completed.

In the Old Dominion, the interstate system meant construction of 1,060 miles of multi-lane, divided highways—the most modern the state has built.

Thus far, 625 miles have been opened to traffic. Approximately 140 miles

Aerial view of Mechanicsville Bypass, built as part of arterial network.



Artist's conception of how I-95 (Shirley Highway) near Pentagon will appear when completed.



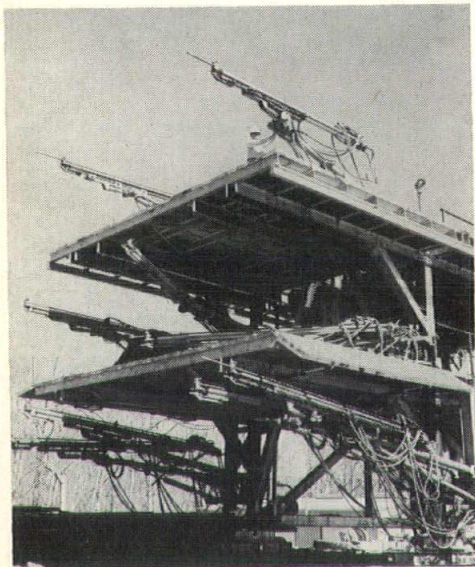
more are under construction, and plans are ready for much of the rest.

Originally, the nation's interstate system was planned for completion by 1972, but slowdowns in federal funds—providing 90 per cent of total costs—have produced a stretchout to about 1975, perhaps a year or two later.

In Virginia this summer, however, motorists can drive on long, uninterrupted segments of interstate highways, and at many points can glance in the distance and see more construction under way.

Following is a brief look at the status of the Commonwealth's major interstate routes:

* I-64, with about 100 miles now open to traffic, eventually will extend 265 miles, from the Norfolk area, through Richmond and on into West Virginia beyond Covington. It's under construction from Richmond to Charlottesville.



* I-66, to be 76 miles in all, now has 26 miles open to traffic. It will link Washington, D.C., with I-81 near Strasburg in Shenandoah County.

* I-77, to slice gracefully through the mountains of Southwest Virginia for 57 miles, is beginning to take shape north of Wytheville. About 12 miles are under contract, including a \$25 million, four-lane divided tunnel being built beneath Big Walker mountain.

* I-81, longest of the routes, is rapidly nearing completion. Some 290 miles are in use by motorists, 20 more are under construction. Only 15 miles remain to be started.

* I-85 will total 68 miles in length, paralleling US Route 1 between Petersburg and the North Carolina border below South Hill. Twenty-two miles are completed, the rest is under way.

* I-95, destined to be among the busiest of the nation's interstate highways, will eventually total 180 miles in Virginia; 147 miles are completed.

* I-495 passes through Northern Virginia and Maryland to form a beltway of Washington. Virginia's full 22-mile portion has been in use since 1964.

Besides these routes, a partial belt-

Two views of initial construction activity on \$25 million Big Walker Mountain Tunnel on I-77 north of Wytheville. Below, retaining wall above where tunnel will be bored. At left, one of two huge drill rigs that will be used in the actual tunneling.



way of Richmond—I-295—is being planned as part of the interstate system for construction within the next few years. Spurs from the interstate highways are included to serve traffic in Norfolk, Portsmouth, Roanoke, Bristol and Northern Virginia.

The interstate highways are the safest the state has built, chiefly because of the divided roadways, control of access and gentle curves and grades. But engineers are seeking ways to make them still safer, particularly for vehicles that may veer out of control and leave the roadway. Signs are being moved farther from the pavement edge, breakaway sign supports are being used in some cases, and many new construction projects provide for the use of more, tougher guardrail, with the previously abrupt ends being slanted to the ground.

Virginia's interstate roads have been acclaimed for aesthetics and design, and is proper in a state proud of its natural splendor. Segments of Routes 64, 8, 95 and 495 have been selected among the nation's most scenic new highways in yearly judging conducted by a nationally circulated magazine.

The Commonwealth has recognized, however, that the interstate system isn't enough to meet the highway transportation needs of its citizens.

It was this conclusion that led the 1964 General Assembly to approve the development of a 1,738-mile primary arterial network to extend four-lane divided highways to many communities not served directly by an interstate route.

The arterial work, now about one-third completed, was aided substantially by additional funds provided by the Legislature in 1966, and is largely state-financed. Federal funds to the primary system are used for arterial projects as far as they will go, but aren't available in substantial amounts.

The original legislation establishing the network called for its financing to be completed in 1975. Prospects appear bright that this can be accomplished despite rising right-of-way and construction costs.

At the outset of the arterial program in 1964, some 372 miles included to assure continuity in the network already were considered adequate for 1964 traffic. Since 1964, 210 miles have been completed and an additional 225 miles have been put under construction. Of the work completed in the past four years and that now under way: \$14 million.

For the most part, the arterial plan provides for construction of a new two-

ane roadway parallel to the existing ne, thus creating a four-lane divided facility. On about 50 bypasses of small urban communities and at some other spots where adjustments in alignment are desirable and feasible, the work is being done entirely on new locations.

Virginia's arterial program has been described as a model for the nation, because of the attention it gives to updating older primary routes on a systematic basis while the state is still engaged in the huge interstate program.

The Commonwealth's nine-year highway improvement program, prepared by the Highway Department in 1965 and endorsed by the General Assembly two years ago, calls for modest advances on the regular primary, urban and secondary systems along with the continued interstate and arterial emphasis.

It was on the basis of this program that the Legislature enacted the 2 per cent motor vehicle sales and use tax, which is expected to yield about \$21 million annually for road construction. It's being spent chiefly to help develop the arterial network.

During the 1968-69 fiscal year, highway spending will amount to \$339,37,470 from state and federal sources. Of this, \$133 million is earmarked for interstate development, \$89.5 million will go to the primary system (including some \$52 million for arterial roads), \$1.7 million will go to the vast secondary system, and \$30.5 million is designated for the urban system.

In his address to the General Assembly on January 10, Governor Mills E. Godwin Jr. spoke of the "new dimensions" to which the State had committed itself in recent years.

He said:

"Critical among these is our long-range highway construction program, which is already paying handsome dividends in new industry and new travel accommodations.

"Virginia's highways are her lifelines. They carry her commerce and her usual motorists. They bring supplies to the farm, and food and fiber to market. They come to industry with raw materials and depart with its finished goods. They carry our men to work, our women on their errands and our children to school.

"I feel that I reflect the strong sentiments of all our people when I say that I would oppose any reduction in highway revenues."

Agreement was evident, and the Commonwealth's great public works program of the 1960s, its highway de-

tell the Virginia Story

velopment, will continue at a high level.

But how about the years further ahead? How about the late '70s, the '80s?

The course for that period is already being carefully charted, and it's clear that heavy emphasis will be placed on developing more and better highways and streets in the bustling urban communities of Virginia.

In the years immediately preceding the outbreak of World War II, about 65 per cent of all Virginians lived in rural lands. Only slightly more than a third were urban dwellers.

Today, the ratio has reversed itself. Almost 63 per cent live in the cities, towns and suburbs; 37 per cent remain in rural areas. Total population has increased by nearly two million in the past three decades.

Planners and economic forecasters say there's no reason to expect a major change in the trend any time soon, and highway planners now estimate that by 1985 the urban proportion of the population will amount to 85 per cent. By then, they say, the number of urban dwellers will exceed five million—more than the state's total population now.

At right, machinery chops through heavy rock in construction on Arterial Route 23 in Scott County and below, looking west on Arterial Route 460 construction in Giles County.

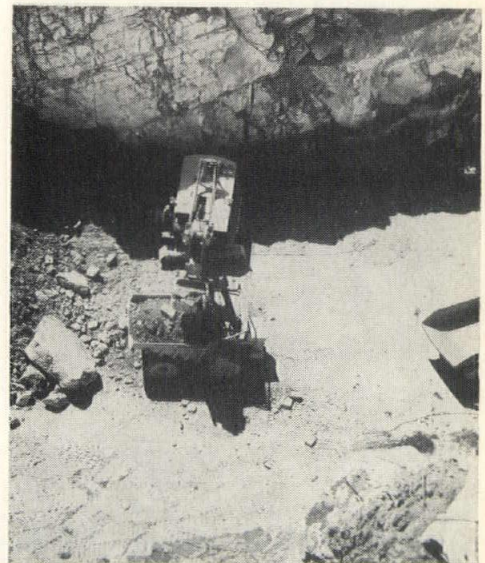
This overall urbanization has been the subject of much study, for it has brought problems of housing, schools, water and air pollution, recreation, open space—and transportation.

Tackling the latter, the Highway Department has worked with local governing and planning officials in conducting major street and highway studies for every community with a population of 3,500 or more, along with urbanized sections of adjoining counties. The results will be a transportation plan for each of these localities, looking to 1985 traffic needs.

In a report to the Virginia Advisory Legislative Council, the Department said the urban studies had been based on three beliefs:

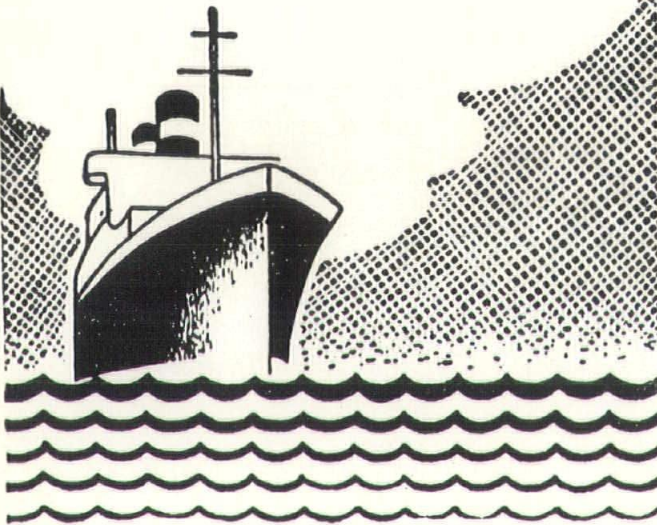
—Urban transportation planning will permit not only coordinated consideration of traffic requirements, but will also encourage total community and regional planning.

(Please turn the page)



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Above, it isn't only an age of superhighways as illustrated by this new bridge on Secondary Route 646 in Louisa County. Below, right, is the interchange serving Interstate 85, US Routes 1 and 460 near Petersburg.

—While urban development itself will determine the efficiency of streets and highways, the planning and location of these facilities will help to shape the growth and expansion of the cities, towns and suburbs.

—The adequacy of a community's transportation facilities will control, to a large degree, the kind of life its people will lead, the productivity and prosperity of its industry and commerce, and the economic foundation of the state itself in the years ahead.

One thing was abundantly clear, the planners found:

Planning, construction and maintenance of highway facilities must not be restricted by rigid governmental boundaries in urban areas, for these boundaries have little bearing on the public's transportation needs.

“Motorists living in the suburbs — where much of the growth is occurring — aren't particularly concerned about these boundaries when they drive downtown or across the metropolitan area to work or shop.

“They expect — and properly — the same high standards in travel facilities,” the Department said in its report to the VALC.

The 1968 General Assembly authorized the VALC to continue the study it has been making of urban traffic needs, in cooperation with the Highway Department, with chief emphasis on de-

veloping details of this regional concept.

The Department has said that this concept is necessary “because of the multiple governmental jurisdictions which will exist in each of the 45 urban street and highway systems being designed for completion by 1985.”

“The goal should be identical financing and uniform operation, construction and maintenance for each functional classification of street and highway throughout each of the 45 urban regions, without regard to city, town or county boundaries.”

Under such an arrangement, an urban highway system would consist of three functional classifications of roads (freeways, thoroughfares and local streets and secondary roads) in each of the urban areas. Rural highways outside these areas would continue to bear interstate, arterial, primary and secondary designations.

The Department's studies show that by 1985, some 270 miles of high-standard freeways should be built and 3,120 miles of thoroughfares and 11,150 miles of local streets and secondary roads should be built or improved in the 45 urban areas. The cost for urban construction and maintenance is estimated at \$3.8 billion in the 1975-85 period. A separate study has indicated rural highway needs totaling \$3.1 billion during this period.

Steps to develop the regional concept for the urban areas now would place Virginia in position to move ahead swiftly with full implementation of the transportation plans immediately after the current nine-year program.

At the same time, it would permit the Commonwealth to share promptly in an expanded urban federal aid program which seems likely to follow completion of the present interstate system.



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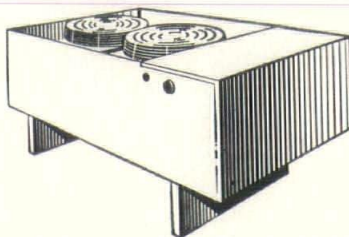
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COMMISSIONER

DOUGLAS B. FUGATE

DOUGLAS B. FUGATE, whose own life span parallels that of the Department of Highways, is Virginia's eighth Highway Commissioner.

He was born at Reed Island in Pulaski County August 4, 1906, a month after the first State Highway Commission was organized and, except for military duty in World War I, he has spent his adult years with the Department.

It is to the late Commissioner James A. Anderson that the present Commissioner gives credit for his early interest in Virginia's highway development. Anderson was a professor of civil engineering at Virginia Military Institute during Fugate's undergraduate years, and Fugate recalls that Anderson foresaw the increasing influence of the automobile and the road needs it would generate.

The Fugate family moved from Reed Island to Radford in 1910, and he spent his early years in that community, where he graduated from Radford High School in 1923.

He entered VMI to study engineering, and was graduated four years later with a bachelor of science degree. He then went to work for the Highway Department, and for nine years was an instrumentman on a survey party and a construction inspector.

In 1936, he was promoted to resident engineer, and worked in that capacity until beginning active duty with the Army Corps of Engineers in 1942. He is now a retired lieutenant colonel.

Returning to the Department after the war, Fugate was appointed director of toll facilities in the Tidewater area, and, in 1958, he was advanced to assistant chief engineer and placed in charge of planning and coordinating the interstate system, which was just getting under way.

Governor Albertis S. Harrison Jr. appointed him Commissioner on February 1, 1964.

In this position, he directs the nation's third largest state-maintained highway system—some 50,000 miles, in all—and administers the largest agency in Virginia's state government.

He is married to the former Mary Addison Latham of Lynchburg, and they have a son, Douglas, Jr., who is now serving with the navy. Commissioner and Mrs. Fugate attend St. Stephens Episcopal Church in Richmond.



He is a past president of the Virginia section of the American Society of Civil Engineers, is president of the Southeastern Association of State Highway Officials, and is a member of the executive and administration committees and chairman of the public information subcommittee of the American Association of State Highway Officials.

Fugate originated the concept of Virginia's 1,738-mile arterial network, to extend the benefits of multi-lane, divided roads to communities not served directly by the interstate system.

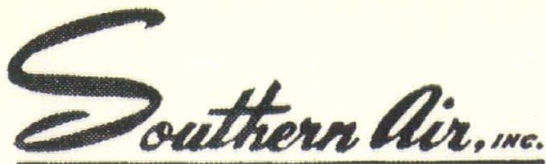
The State's arterial plan for upgrading older primary routes has been called a model for the nation, and this, perhaps, is the greatest tribute that's been given the Commissioner.



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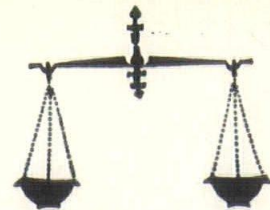
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JOHN E. HARWOOD began his engineering career as a rodman on a survey party mapping historic James-town Island for the National Park Service.

That work completed, he joined the Department of Highways in 1935 as a junior draftsman and began a rise through the ranks to the agency's No. 1 position, deputy commissioner and chief engineer.

Harwood was born January 7, 1916, in Asheville, N. C., and attended the College of William and Mary.

His highway career was interrupted by World War II Army duty in the Philippines, but he returned to the Department immediately after military service and, in 1954, was appointed assistant location and design engineer.

Three years later, the "assistant" part of the title was dropped and he assumed top leadership in the Department's largest division, with responsibility for selecting locations and preparing design for all projects on the state's sprawling highway system. Locations for most of Virginia's 1,060-mile share of the interstate system were chosen under his direction.

Quickly, in the mid-1960s, he moved further into top management.

He was promoted to assistant chief engineer in February 1964, was ap-

pointed to a newly established position as director of programming and planning two months later, and assumed his present position as deputy commissioner and chief engineer on January 1, 1965.

In this capacity, he has supervision over three subordinates who, in turn, direct the operations of 13 engineering divisions and the State's eight highway districts.

Harwood is married to the former Mary Lancaster Hubbard, and is the father of two daughters, Mrs. Robert C. Perkins of Magnolia, Ark., and Miss Gertrude C. Harwood of Richmond; a step-daughter, Mrs. Robert M. Best of Roanoke and a step-son, Dr. Maury A. Hubbard of Richmond.

Harwood is chairman of the administration board of the Virginia Highway Research Council, sponsored jointly by the University of Virginia and the Highway Department. In addition, he is a member of the administration committees of both the American and Southeastern Associations of State Highway Officials, and was elected early this year to a three-year term as a director of the American Road Builders' Association. He is co-chairman of that association's Southeastern Cooperative Engineering Committee.

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AUSTIN K. HUNSBERGER

He stayed far beyond that first summer, however, and has risen to top management level in his present position as director of engineering.

In this position, he directs the over-all operations of the Department's location and design, secondary roads, urban, bridge and materials divisions.

Hunsberger was born January 12, 1911, at the community of Clifton in Fairfax County, attended public schools in the county and later completed highway engineering courses and became a certified professional engineer.

At the Department, he became chief of a survey party in July 1938. Then, in the early and mid-40s, on military leave from Virginia's highway program, he spent four years with the Army Corps of Engineers. Much of his duty was in Europe, and he was discharged a captain.

War-time service behind, he returned to the Department as survey party chief in the Richmond district and, in July 1949, became an associate location and design engineer.

In February 1964, Hunsberger became head of the location and design division, the Department's largest. He served in that position until his appointment as engineering director 18 months later.

He is married to the former Mary Ruth Jennings of Dublin. They live in Petersburg, and he commutes to work in Richmond each day over some of Virginia's new highways.

Hunsberger, an elder in the Presbyterian church, has been active in highway, engineering, civic and church organizations. Among his current responsibilities are memberships on the electronics, materials and design committees of the American Association of State Highway Officials.

Of Virginia's new highways, he says "They will place us in a new and wonderfully different era which would have been considered miraculous a few years ago. We will experience a safer, more comfortable, more efficient and more inviting form of travel than we have ever known before."

AUSTIN K. HUNSBERGER joined the Department of Highways as a summer helper on a survey party after his graduation from a Fairfax County high school in 1928.

W. S. G. BRITTON

He meets this dual responsibility through supervision of the Department's right-of-way, traffic and planning and programming and scheduling divisions and the Highway Research Council at Charlottesville, which is sponsored jointly by the University of Virginia and the Department.

Britton was appointed to his present position January 1, 1965, after having been maintenance engineer for 18 months and assistant maintenance engineer for 12 years.

He was born November 15, 1912, in Portsmouth. His family moved to King George County and he was graduated from the county high school there and went on to receive a bachelor of science degree in mechanical engineering from Virginia Polytechnic Institute in 1934.

He joined the Highway Department the next year, working as a construction inspector in the Fredericksburg, Culpeper, Richmond, Suffolk and Staunton districts, then as soils engineer in the Fredericksburg district, followed by additional inspection work in the Suffolk and Richmond districts.

In 1948, he was promoted to assistant resident engineer at King George and while there he helped to organize and administer a State-wide training program for the Department's field personnel.

Two years later, he became resident engineer for Caroline, Essex and King William Counties, with headquarters at Bowling Green. His next assignment brought him into the central office as assistant maintenance engineer.

Britton is a veteran of World War II duty with the Army's Corps of Engineers. He enlisted as a private, was discharged three years later as first lieutenant, after having spent 18 months in the Philippines.

He is married to the former Marjorie Dement of Dahlgren, and they have a son, William S. G. Britton II, a student at Richmond's University College.

Britton is second vice president of the Virginia section, American Society of Civil Engineers, and serves on the highway planning and finance subcommittees of the American Association of State Highway Officials.

KEEPING highway projects moving on schedule toward construction and steering plans for the future—that's the assignment of W. S. G. Britton, the Department of Highways' director of programming and planning.

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J. V. CLARKE

J. V. CLARKE, the Department of Highways' director of operations, is supervising construction and maintenance activities during Virginia's busiest road-building era.

He directs the Department's construction, maintenance, equipment and landscape divisions, along with the State's eight highway districts.

Clarke was born March 18, 1904, at City Point, and was educated at public schools in Richmond and at Virginia Military Institute.

He began work for the Department as a draftsman in 1925, later joined a survey party and served as an inspector on construction projects before his appointment as resident engineer at South Hill in 1932.

In 1937, he was transferred to Staunton and later to Accomac in similar capacities, then took time out for World War II duty in the Army Corps of Engineers.

Returning from military service, Clarke served as executive secretary of

the old Commission on Surplus Federal Property, and became assistant construction engineer in 1946. In April 1961, he was appointed secondary roads engineer, and three years later became construction engineer.

He was promoted to his present position as director of operations April 1, 1964.

Clarke is married to the former Ann Brooke Mallory of Warsaw, and they have a son, Alex Mallory Clarke of Richmond.

Clarke is a member of the committee on construction and the subcommittee on communications of the American Association of State Highway Officials.

He devotes much time to assuring free communications with highway construction and other industry groups, convinced that the State's road-building program can progress most smoothly if there is a flow of ideas and discussion on the problems certain to arise in such an extensive undertaking.

From this interest have grown the



annual contractor-engineer conferences held each winter at the University of Virginia. The conferences were initiated at Clarke's suggestion.

ARTHUR B. EURE

ARTHUR B. EURE was explaining the State's complex \$339 million highway budget at the March meeting of the Highway Commission, and a newsman remarked that it was the clearest budget briefing he'd heard.

It wasn't surprising.

Road finance has been called a sort of "never never land" because of its complexities, but Eure has mastered the complexities during a long career managing funds for the Department of Highways.

In his present position as director of administration, he supervises the activities of the agency's accounting, personnel, purchasing, public information and toll facilities' divisions.

Eure was born on July 23, 1902, in Gates County, N. C. His family moved to Virginia when he was a boy, and he attended Suffolk public schools and studied business administration at the University of Richmond.

After working with the Seaboard Air Line Railroad at Portsmouth, he joined the Highway Department in 1923 as a draftsman on a survey party in the Suffolk district. Two years later, having

also been a timekeeper and an inspector, he became district clerk.

In November 1935, he was promoted to the Department's central office at Richmond, became assistant auditor and began acquiring his vast knowledge of financing the State's highway program.

During those years his duties included close work with the bond and investment counsel handling the \$95 million Toll Revenue Bond Act under which Virginia built the Hampton Roads bridge-tunnel and other major water crossings in Tidewater.

He was promoted to fiscal director in August 1955, and became director of administration April 1, 1964. Besides overseeing the five divisions, he serves as an administrative assistant to the Commissioner, recommending and implementing general administrative policies.

Eure is married to the former Rachel Brothers of Whaleyville, and they have a daughter, Mrs. Patricia Lee Hersey of Ashland.

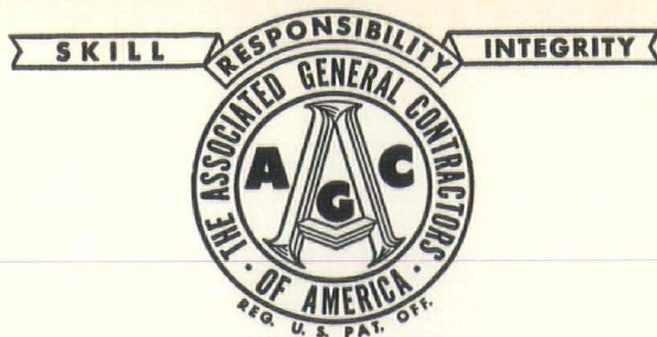
He has been active in community, church and professional affairs, has



been chairman of the Virginia AAU junior olympic swimming program, and currently is secretary-treasurer of the Southeastern Association of State Highway Officials and a member of the subcommittee on finance of the American Association of State Highway Officials.

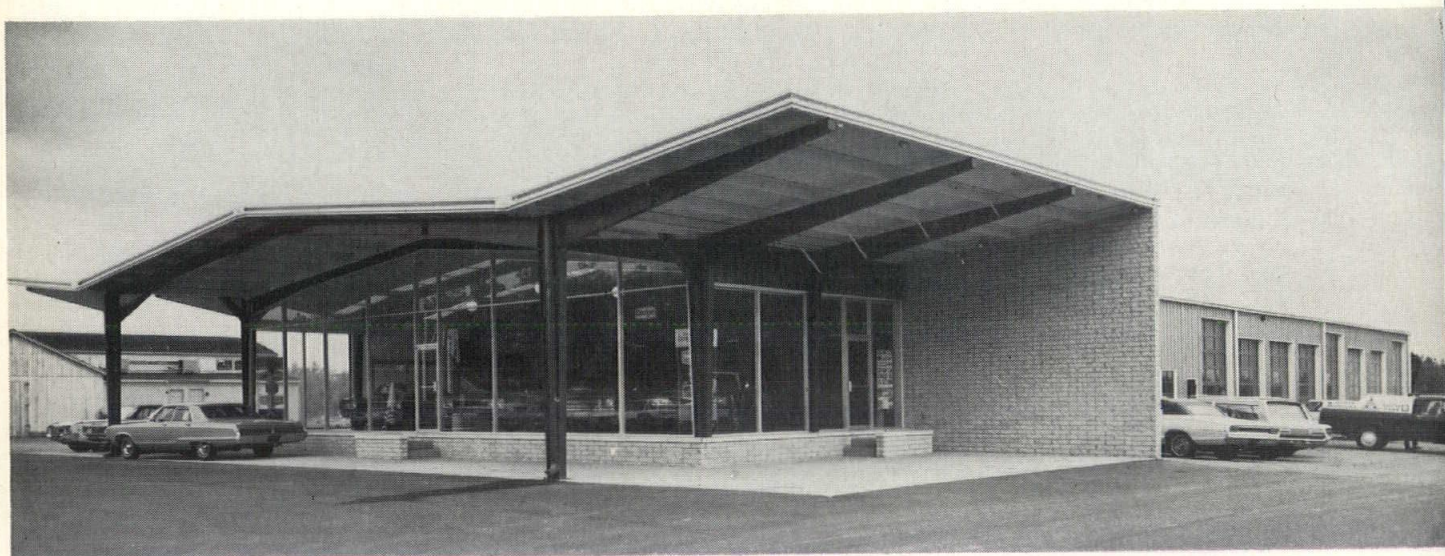
Virginia A.G.C. Review

Official Section Virginia Branch A.G.C.



R. G. Martz Construction Corp.

Presents:



TRIANGLE DODGE, INCORPORATED IN PETERSBURG

TRIANGLE DODGE, INC. has recently moved into its new building located at 2833 South Crater Road in Petersburg. This new facility was designed around a newer concept in buildings by using a prefabricated structure combined with masonry stone and glass curtain walls.

Within the structure there are 16 service stalls equipped with the latest up-to-date equipment, including a heated paint booth. In front of the

building there are five closing rooms, one general office, two additional offices and one conference room. All offices and the conference room have walnut panelling.

The showroom has a suspended type grid ceiling, walnut panelled walls and terrazzo floors. The front is designed with white stone coping and spot block walls. Also, adjacent to the showroom, there is a customer's lounge with panelled walls and a refreshment center.

Between the showroom and service building, there is a parts department with a complete up-to-date stock of parts.

The interior showroom has space for four new cars with an exterior showroom for eighteen cars under a canopy type structure. There is outside parking for new and used car storage with a capacity of 250. All exterior storage and parking portions have a paved area.

SUBCONTRACTORS AND SUPPLIERS

General contractor, R. G. Martz Construction Corp. of Petersburg, also did foundations, concrete, carpentry and paneling. Other Petersburg firms were: G. M. Clements Co., painting; Andrews Joyner Iron Works, steel grating, handrails; Moore's Wholesale Building Supply, millwork; Adkins Electric Co., lighting fixtures & electrical work and Burton P. Short & Sons, paving.

And from Richmond: Sash, Door & Glass Co., windows, steel doors & bucks, hardware; Pittsburgh Plate Glass Co., glazing; C. B. Smith Co., acoustical, and Stonnell-Satterwhite, Inc., terrazzo. Others were, L. S. Holderfield, Inc., Sutherland, excavating; Varco-Carolina, Winston-Salem, N. C., steel, steel roof deck and roofing; C. Kelly, Lawrenceville, masonry, stone work; Cleveland Fabricating, Cleveland, Ohio, insulation and Covington Plumbing & Heating Co., Howell, plumbing fixtures, plumbing, air conditioning, heating and ventilating.

AND . . . MAITLAND BROTHERS TRANSFER CO., INC.

MAITLAND BROTHERS Transfer Company, Inc. has recently moved into its new building, located on Puddledock Road in Petersburg.

The primary design function was to make use of the maximum amount of storage area in the building, which has outside dimensions of 144' x 140' with 27' eave height. The inside height at ridge is 33'.

Located in one corner of the facility there are four walnut panelled offices, one of which is carpeted. To emphasize the office area, brick veneer and a white canopy were installed on the interior of the building.

Shadow block was used on the front exterior portion which faces the highway, and the pilasters were painted a contrasting color to emphasize the vertical lines. A loading dock has also been installed, with canopies.



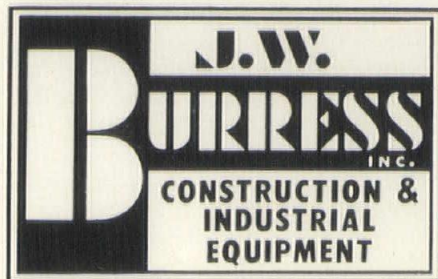
SUBCONTRACTORS & SUPPLIERS

R. G. Martz Construction Corp., Petersburg, the general contractor also did foundations, carpentry and paneling.

Others were L. S. Holderfield, Inc., Sutherland, excavating; C. Kelly, Lawrenceville, masonry; Varco-Carolina, Winston-Salem, N. C., steel roof deck and roofing; Sash, Door & Glass Co., Richmond, windows; W. J. Renshaw, Petersburg, painting; Cleveland Fabricating Co., Cleveland, Ohio, insulation; G. B. Smith Co., Richmond, acoustical; Martz Building Supplies, Petersburg, millwork; J. S. Archer Co., Richmond, steel doors & bucks; Rabe Electric Co., Inc., Richmond, lighting fixtures and electrical work; Covington Plumbing & Heating Co., Hopewell, plumbing fixtures, plumbing, air conditioning, heating and ventilating; Howlett Hardware, Colonial Heights, hardware and Nicholson Sprinkler Corp., Richmond, sprinkler.

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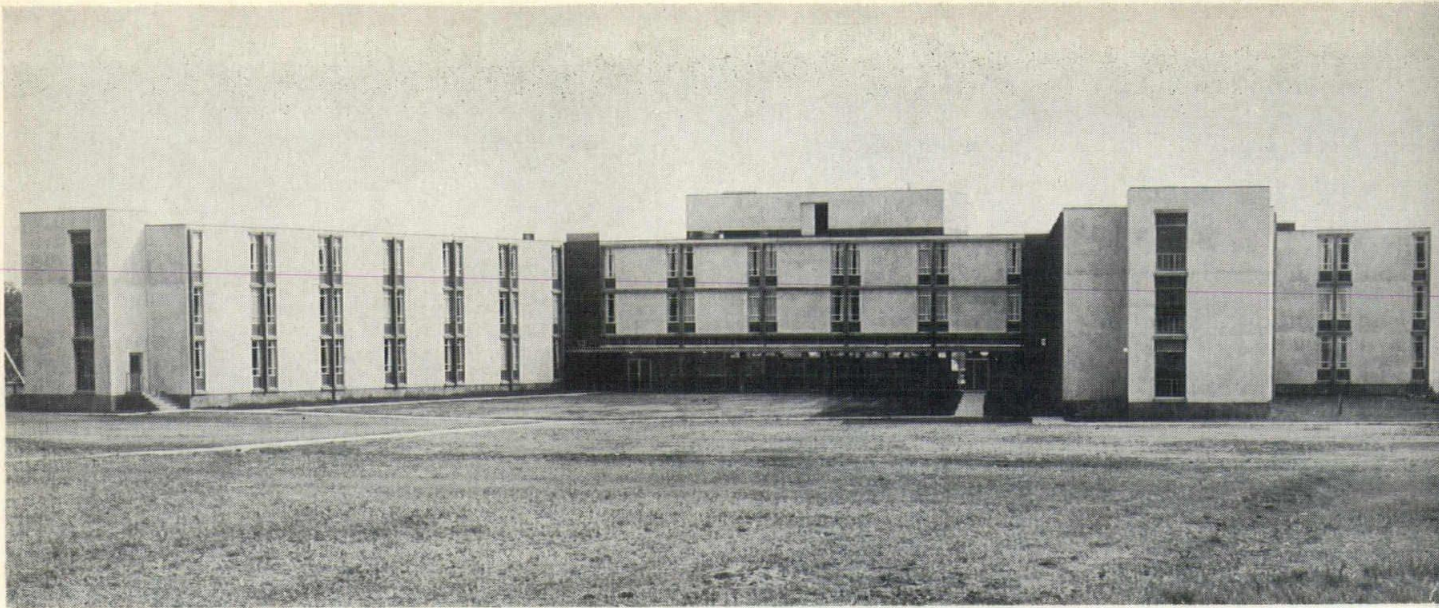


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Structural Engineer

WILLIAM L. GIBSON
Mechanical Engineer

WEBSTER M. CHANDLER, JR. — Electrical Engineer



*Individual rooms
have been designed
with the idea of re-
laxation in mind.*

A NEW enlisted men's barracks was officially opened at a ribbon cutting ceremony aboard NAS Oceana in November 1967. Rear Admiral Harry N. Wallin, Commander Naval Facilities Engineering Command presented the key to the new facility to Captain Albert K. Earnest, the Naval Air Station Oceana Commanding Officer.

The new barracks, a three story structure, has facilities for approximately 504 men. Living areas have been constructed to accommodate 9 four-man rooms 48 two-man rooms and 24 single rooms.

Individual rooms have been designed with the idea of relaxation in mind. The ceiling and walls are painted in pastels, adding a touch of warmth to the setting. Each room has a public address system.

To offer the occupants a home-like quality, colorful drapes adorn the windows. Mahogany stained formica covers the wardrobes, which have built-in

chests of drawers. For academic study or just quiet letter writing, desks and bookshelves with fluorescent lights have been provided.

Standard Navy beds are included in the rooms' furniture. Panels have been added to the head and the foot of the bed, thus continuing the overall desired effect. Each of the new rooms is equipped with an individual air conditioning and heating system.

Every floor in the new Oceana facility contains two complete toilet areas, laundry, baggage and storage area. Telephone areas have been set up on each floor for the use of the occupants.

Vice Admiral C. T. Booth, Commander Naval Air Force Atlantic, was the guest speaker at the dedication ceremony. He said, "The building is a forward step in the Navy's program to improve berthing facilities for the Navy's enlisted men."

The new barracks will house chief petty officers and first class petty officers on the first floor. The other floors will be set aside for Oceana-based squadron personnel, both permanent and those returning from deployment.

Captain Earnest stated, "The new barracks offers a more private atmosphere for the enlisted man during his hours away from duty. It affords him a more comfortable area in which to relax."

The barracks, which cost more than one million dollars, is made of reinforced concrete and concrete block. Exterior walls are constructed of 8-inch

The modern design of the lounge area offers a dramatic entrance-way into the building.



concrete block covered by a 1-inch colored stucco siding.

Parking facilities are available for approximately 168 cars. The parking areas are located on each end of the barracks.

An outstanding feature of the new structure is its lounge area—its modern design offers a dramatic entrance-way into the building. Hanging bulb-like lanterns illuminate the spacious 3,500 sq. ft. lobby area. Design continuity has been carried over by the modern furniture which has been arranged in conversational patterns.

A television viewing area has been set up off to the side of the lobby and vending machines have been installed to provide refreshments for the barracks personnel.

Architects for the barracks were Williams and Tazewell of Norfolk, Va.—the contractor was Haycox Construction Co., Inc., Virginia Beach, Va.

Other guests at the ceremony included Captain Dexter C. Rumsey II, Commander Fleet Air Norfolk, and the Honorable Frank A. Dusch, Mayor of Virginia Beach, Va.

SUBCONTRACTORS & SUPPLIERS

General contractors, Haycox Construction Co., Inc., of Va. Beach, also did foundations, concrete, carpentry and weatherstripping. Other Virginia Beach firms were: Ferrell Brothers, Inc., excavating; Welch Pile Driving Corp., piling and Parker-Sparks, Inc., plumbing, air conditioning, heating and ventilating.

From Norfolk, were Snow, Jr. and King, Inc., masonry; Chesapeake Steel, Inc., steel; Norfolk Sheet Metal & Roofing Co., Inc., roofing; Pittsburgh Plate Glass Co., glazing; Ferrell Linoleum & Tile Co., Inc., acoustical and ceramic tile; Febre & Co. of Norfolk, Inc., plaster; Jayen Tile Corp., resilient tile; Campostella Builders & Supply Corp., millwork and handrails; Hall-Hodges Co., Inc., steel doors & bucks; Ocean Electric Corp., electrical work and Door Engineering Corp., hardware.

Others were: Bruce Engineering Co., Atlanta, Ga., windows & window walls; J. H. Steen & Sons, Inc., Portsmouth, painting, and J. B. Eurell Co., Richmond, insulation on roof.

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GENERAL ROBERT E. LEE'S second son, William Henry Fitzhugh Lee, best known by the nickname of Rooney, won the heart of a Petersburg girl. In his Confederate gray uniform with a major general's gilt stars on its collar the big, broad-browed, blunt-nosed, dark-whiskered cavalryman was an imposing figure during the defense of Petersburg from June 1864 to April 1865. Among the homes into which he was welcomed when he could snatch moments from the battle area for a visit in the city was a large, handsome brick residence on South Sycamore Street, almost opposite Poplar Lawn. Today it is easily identified in its setting of aristocratic old boxwoods and tall crepe myrtles behind a high iron fence reminiscent of a past era. During the War Between the States that brick residence was the home of Mary Tabb Bolling, who accepted Rooney Lee's proposal of marriage.

Perhaps "Miss Tabb" laughed with her suitor over certain amusing aspects of the Cattle Raid, in which he had participated in order to give hungry Confederate stomachs one more good ration of beef and in which he had been eminently successful. Undoubtedly she was sympathetic toward an officer of the South who, while helpless from a battle wound, had been captured and subsequently imprisoned at Fort Monroe and Fort Lafayette until his release could be effected through exchange. Possibly she consciously consoled him for the loss of his first wife, devoted Charlotte Wickham of Shirley, who had died in December 1863, while her husband was a prisoner of war.

Rooney's father had been fond of Miss Bolling since occasions when she had graciously visited him; so he was pleased to learn of her engagement to his son. However, when their marriage date was set for late November 1867, General Lee at first doubted his ability to attend the wedding. For one thing a spell of sickness during the summer had weakened him, and for another the responsibilities of the presidency of Washington College at Lexington were weighing heavily upon him. Fortunately, as the autumn advanced, his health improved, and, after Rooney had paid a visit to Lexington to urge his presence at the ceremony, he yielded to the request.

Expectation of the approaching nuptials must have enlivened the thoughts of persons related to or closely associated with the bride, but to the mass of Petersburg citizens the prospective event meant one thing above all else: it would bring their beloved Marse Robert back to them. They would welcome him even more enthusiastically and affectionately than their forefathers had acclaimed Washington in 1791 and Lafayette in 1824.

As the wedding date drew near, unwelcome circumstances forced General Lee to spend a few days in Richmond before going to Petersburg. Certain malignant Northerners in positions of authority were insisting that President Jefferson Davis be tried for treason against the government of the

United States. After cruel confinement and torture in a casemate at Fort Monroe the Southern Confederacy's Chief Executive had been released on bail, but still there rumbled in the North a demand for his trial and execution. In their vindictiveness his haters lost all sense of logic until cooler legal heads, recognizing the fact that there were no realistic grounds for his conviction, finally dropped all accusations against him. In 1867, though, it seemed probable that Mr. Davis would have to face a court of law, and General Lee with his oldest son, Custis, was summoned by Federal order to appear in Richmond on November 26 to give testimony.

Reaching the capital city on the James near 4 P.M. of November 25, he secured lodging at the Exchange Hotel. That evening, in the home of Judge Robert Ould, General Lee met President Davis for the first time since the war and noted that he looked "astonishingly well" and was "quite cheerful." The next day, at the Federal building,

where each had to report, the two famous friends met again and conversed pleasantly. On the 27th the General was ques-

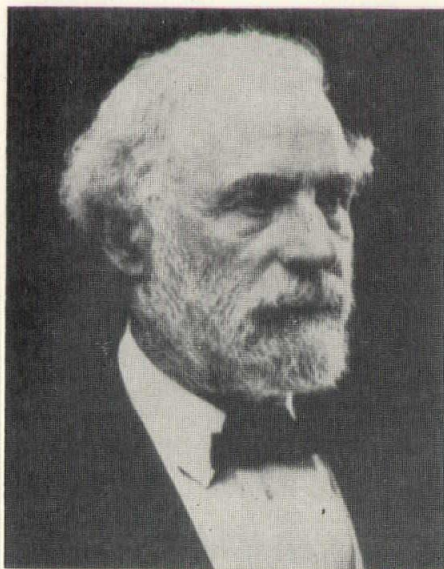
tioned for two hours before a jury, who went through a form of trying to collect from him imagined evidence that conceivably might incriminate himself, Mr. Davis, or both. At length he was free to go where he wished and to do as he pleased. Whenever and wherever he was recognized, former soldiers from his gray-clad ranks displayed their undying affection for their old leader, and other persons, including some Northerners, crowded about him to grasp his hand. While in Richmond he made use of opportunities to visit friends; also he bought a new broadcloth suit to wear at Rooney's marriage.

On November 28 General Lee, having in his possession a necklace which would be a bridal present from him and his wife to Mary Tabb Bolling, rode in a special railroad coach from Richmond to Petersburg as a member of a large wedding party. Amid youthful merriment the aging General remained noticeably silent as the train wheels ground out the twenty-two mile trip through Chesterfield County. It has been sur-

mised that he was sadly reflecting on military operations of 1864-65 along the Howlett defense line, which the track roughly paralleled. When the locomotive and cars stopped at Pocahontas, on the north side of the Appomattox River, a band played lustily in his honor and then climbed aboard to ride across the river with him.

When, in mid afternoon, he stepped off the train at the intersection of Washington and Union streets in Petersburg, the space around the station platform was thronged, and the streets were packed with citizens. The windows and the long porches of Jarratt's Hotel, just south of the railroad yard, were filled with eager spectators. As the crowds caught sight of General Lee's handsome white head, they cheered wildly. Nowhere was the South's idolized commander more sincerely loved than in the city which he had defended for nearly ten months against overwhelming odds.

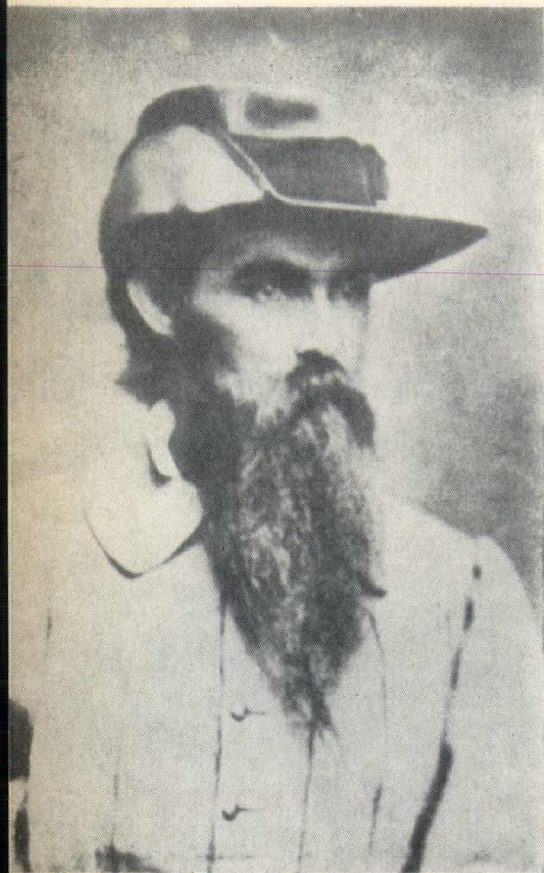
GENERAL LEE RETURNS



(Andre Studio, Lexington, Va.)

TO PETERSBURG

By M. CLIFFORD HARRISON



Left "Bantam-sized Billy Mahone . . ." General Lee stayed at his house when he visited Petersburg. (Cook Collection)

General William Mahone met General Lee at the railroad station with a carriage and four white horses. The people craved to honor "Marse Robert" as Petersburg had honored no one else: they wanted to remove the horses from their traces and draw the carriage through the streets themselves. General Lee refused to accept such a token of their affection, though he was deeply touched by their desire. The distinguished visitor became a guest in the home of General Mahone, who then lived in the house which is now the Petersburg Public Library, on the corner of Sycamore and Marshall streets, only a short distance from the Bolling residence.

The marriage of William Henry Fitzhugh Lee and Mary Tabb Bolling took place in Saint Paul's Protestant Episcopal Church, on Union Street, on the night of November 28, 1867. It was a brilliant affair, with ten bridesmaids, nicely chosen groomsmen, and an atmosphere to make sentimental hearts throb. Rooney's brothers, Custis and Robert, and his

cousin, Fitzhugh, who like himself had been a major general of Confederate cavalry, stood up with him in staunch fashion. The Wickham family was represented, and President Jefferson Davis would in all probability have attended if it had not been for the death of his wife's mother, Mrs. Howell, four days previously. Rooney's sister Mildred, as her father described her, "was all life, in white and curls," but the groom's other sisters, Mary and Agnes, had remained at home in Lexington with their mother.

In the congregation that filled Saint Paul's Church General Lee listened to the solemn words of the marriage service from *The Book of Common Prayer* and witnessed the exchange of vows between the two who were being united in holy wedlock. Mrs. Lee was not with the General because, being a victim of severe arthritis, she had all along realized the impossibility of accompanying him on his trip.

Writing to her from Petersburg early in the morning of November 29, her husband reported: "Our son was married last night and shone in his happiness. The bride looked lovely and was, in every way, captivating. The church was crowded to the utmost capacity, and the streets thronged . . . Fitzhugh Lee was one of the groomsmen, Custis very composed, and Rob suffering from chills. Many of my acquaintances were present, and everybody was very kind. . . I am staying at General Mahone's and have got hold of one of his needle-pens, with which I can do nothing. Excuse illegibility. No one has descended to breakfast yet. I received on arriving here yesterday, at 3 P.M., a kind note from our new daughter asking me to come and see her as soon after my arrival as convenient, which I did and carried over the necklace, which she pronounced very pretty."

Later that morning, after breakfast at the Mahones', General Lee drove out Washington Street and its continuing road beyond the city's western limits to where the Turnbush house had once stood—the site of his headquarters in early 1865. His purpose was not to review sad scenes or grieve over things that were gone, but it was to visit an old woman living in that vicinity who had kindly sent him such provisions as eggs and butter at a time when gifts of food from her limited supply must have meant to her a real, though willing sacrifice.

Back in the city, he ate lunch at Mr. Bolling's on South Sycamore Street and then received numbers of persons who came to pay their respects to him. That night he was present at the residence of Mr. William R. Johnson on the corner of Washington and Davis streets, for an "entertainment" that friends were giving his new daughter-in-law. Perhaps at this time General Lee radiated more good cheer than in any other hour since his hopes had been blasted two and a fraction years before.

On the morning of November 30, accompanied by his

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sons, Custis and Robert, and by his nephew, Fitzhugh Lee, he returned to Richmond. On his departure from Petersburg a crowd that had gathered at the train to see him off gave the same kind of resounding cheers as those which had greeted him on his arrival.

Before taking his trip from Lexington to Petersburg, General Lee had dreaded returning to the city which he had been compelled to evacuate on the tragic second of April 1865. It is good to know that during his brief stay in Petersburg in 1867 he had a heart-warming time. His youngest son, Robert E. Lee, Jr., stated: "My father enjoyed this visit. It had been a success in every way. His old friends and soldiers called on him in great numbers, all eager to look on his face and clasp his hand again. The night of the wedding, the streets were filled with crowds anxious to see him once more, and many to look on him for the first time. Wherever he was seen, he was treated with the greatest love, admiration, and respect. It was with devotion, deep, sincere, and true, mixed with awe and sadness, that they beheld their old commander, on foot, in citizen's dress, grayer than three years ago, but still the same, passing along the ways where he had so often ridden on Traveller, with the noise of battle all around. What a change for him; what a difference to

them! But their trust and faith in him was as unshaken as ever."

Back in Lexington, General Lee, writing to his son the bridegroom, said, "My visit to Petersburg was extremely pleasant. Besides the pleasure of seeing my daughter and being with you, which was very great, I was gratified in seeing many friends. In addition, when our armies were in front of Petersburg I suffered so much in body and mind on account of the good townspeople, especially on that gloomy night when I was forced to abandon them, that I have always reverted to them in sadness and sorrow. My old feelings returned to me, as I passed well-remembered spots and recalled the ravages of the hostile shells. But when I saw the cheerfulness with which the people were working to restore their condition, and witnessed the comforts with which they were surrounded, a load of sorrow which had been pressing upon me for years was lifted from my heart."

Memories of General Lee were long cherished in Petersburg. The ideals and principles which he personified were instilled by parents in children. Also the untarnished qualities of their hero, earnestly emulated, helped sustain men and women of the community as they engaged in the hard, prosaic, and sometimes bitter task of making a living through the soul-testing years that lay ahead.

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Travelers' Guide

A BLEND OF THE OLD AND NEW SOUTH

A BLEND of the old and the new South, where tradition and gracious living are combined with modern progress and modern thought.

This is the way more and more people are looking at Richmond, former capital of the Confederacy and capital of Virginia since 1779.

And more and more people definitely are taking a longer look at the city, including the natives themselves who work and play there.

At least partly responsible is the Richmond Tour. Three years ago, for the first time, the curious were guided to many of the points of interest in the charming old city.

The city now has both a walking tour and a driving tour. Both are self-guided and the locations of the attractions are marked by street signs. The walking tour is composed of the first even attractions on the tour which are concentrated in the downtown area.

The walking tour begins at the great white-columned State Capitol, designed by Thomas Jefferson. The Houdon statue of George Washington, the state's most valuable piece of art, rests in the Capitol rotunda along with seven busts of other Virginia-born presidents.

Other attractions on the walking tour are St. Paul's Church, where General Robert E. Lee and Jefferson Davis, president of the Confederate States, often worshiped; the Lee House; Chief Justice John Marshall's House; Confederate Museum; Valentine Museum, which houses the life and history of Richmond; and the Egyptian Building, the oldest medical college building in the South.

The driving tour is an extension of the walking tour. Attractions are St. John's Church, where Patrick Henry demanded liberty or death; Battlefield Headquarters Information Center; The Poe Shrine, a museum dedicated to the

life and works of poet Edgar Allan Poe; Virginia War Memorial, a memorial to Virginia's World War II and Korean dead; the Carillon, a living memorial to Virginia dead of World War I; Maymont Park, Dogwood Dell, Virginia Museum of Fine Arts, Battle Abbey, which houses the Charles Hoffbauer murals depicting the four seasons of the Confederacy; and the Monument Avenue statues of Confederate figures.

Bus service is provided for those wishing to tour the city during the summer months.

Tours are also conducted through tobacco row, for a first-hand look at Richmond's leading industry.

Richmond abounds in cultural opportunities. Museums, libraries, theatres and the widely acclaimed Richmond Symphony are enjoyed regularly. Spe-

cial events include the National Tobacco Festival, Historic Garden Week, Deep Run Hunt Races and the State Fair.

Athletic facilities and events abound. Notable among these are games of the Richmond Braves' International League baseball team which plays at Parker Field, the football games during the fall, and other events for the participant and spectator alike, which are too numerous to mention.

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Amberjacks	1,088	24	26,112
Barracuda	52	12	624
Bass	31,920	1	31,920
Blues	359	2	718
Blue Marlin	5	347	1,735
Bonita	34	9	306
Cobia	15	20	300
Dolphin*	3,241	15	48,615
Groupers	83	28	2,324
King Mackerel	10,898	15	163,470
Porgies	288	2	576
Red Snappers	416	3	1,248
Sharks	208	50	10,400
Spanish Mackerel	3,097	2	6,194
Triggers	245	5	1,225
Tuna	124	10	1,240
Tile Fish	109	4	436
Wahoo	20	25	500
White Marlin	3	70	210

*An all county dolphin was landed, 61 pounds, 61 inches!

Total Pounds for 1967, 308,404; Tonnage 154; Catch Average 248 pounds per trip; We carried 1,248 parties on a fleet of 11 boats, the most experienced fleet on the coast!

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VIRGINIA'S GREAT SOUTHWEST

THERE really is a "Trail of the Lonesome Pine." The sprawling, majestic country which inspired John Fox to write the immortal book, later made into a classic motion picture, is Southwest Virginia.

It is a land of tall pines, misty green mountains, friendly people. It is said by some to be the most beautiful section of The Old Dominion—a state whose lush, rolling horse country and sandy beaches and gentle valleys are acknowledged among the most scenic spots in the nation.

Southwest Virginia, a cluster of some 14 or 15 counties wedged between West Virginia, Kentucky, Tennessee and North Carolina, serves as a meeting ground for Virginia's historic past and Her present.

You will find modern cities and super highways, but you will also find log cabins where mountain folk live much as did their pioneer forebears. Scores from Broadway plays mingle with the plaintive fiddling of mountain folk-songs centuries old.

Here you can follow Daniel Boone's wilderness road to Cumberland Gap National Historical Park, or turn to two state parks—Hungry Mother, near Marion, and Claytor Lake, near Pulaski—to find modern facilities for camping, boating, swimming, fishing, and aquatic sports.

At majestic Breaks Interstate Park, you can look down into the great gorge

called the "Grand Canyon of the South," or journey to South Holston Lake, a TVA development, where more modern facilities for fishing and camping are to be found, or at the newly-created Smith Mountain Lake, a 20,000-acre playground where enthusiastic anglers already have begun to take record catches.

For a close-up look at pioneer life, visit the Southwest Virginia Museum at Big Stone Gap, displaying Indian crafts, firearms of the Revolutionary War and other relics of Boone's day. Stop off at Abingdon's world-famous Barter Theatre for the best of Broadway drama. Go to Natural Tunnel, near Gate City, and see for yourself the water-carved passage described by William Jennings Bryan as the eighth wonder of the world. Or travel to Bluefield for a look at the extraordinary Pocahontas Exhibition Mine, and drive your car through a coal mine to see coal formed over 400 million years ago and learn the techniques used to mine it.

While touring the magnificent Cumberland and Allegheny Mountains or taking the leisurely drive up famous Blue Ridge Parkway, remember that there is, in fact, a trail of the lonesome pine. And at Big Stone Gap during the months of June, July, August and September, an outdoor musical drama based on the famous novel is presented in natural settings.

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OF THE

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WITHIN a 15-mile radius of each other in Northern Virginia are three of the most historic and beautiful Colonial mansions in all America. Visitors are charmed by the beauty and elegance of Mount Vernon, Woodlawn and Gunston Hall.

Mount Vernon is the picturesque plantation developed by George Washington, father of his country. It overlooks the Potomac River, and is about 15 miles from Washington, D. C. via the George Washington Memorial Parkway and Route 235.

Between 1754 and 1799, Washington developed Mount Vernon into one of the finest estates of the period, enlarging the house and greatly increasing the acreage. To support the mansion Washington built an extensive group of flanking dependencies, most of which still survive.

The most striking architectural feature of the mansion is the high columned piazza, extending the full length of the house. The exterior finish of the mansion, as well as the courtyard dependencies, is another unusual feature. The siding was beveled to give an appearance of stone; sand was then applied to the freshly painted surface.

Many of the original furnishings found in the mansion remain. The superb gardens and grounds also remain substantially as Washington designed and planned them. The landscaped area of gardens and lawns about the mansion is separated from the surrounding fields on three sides by sunken walls. The bowling green entrance and the flanking sunken walls mark the boundary on the west between the formal and the informal areas.

Washington gave 2,000 acres of his Mount Vernon estate to his nephew Major Lewis, on his marriage to Eleanor Parke Custis, granddaughter of Martha Washington, in 1799.

Lewis had Dr. William Thornton, first architect of the U. S. Capitol, design Woodlawn. The mansion is of five part construction—a central portion with flanking wings and connecting hyphens. Beyond them, but forming part of the total composition, are a smokehouse and a dairy, linked to the wings with brick walls penetrated by solid wooden doors. The river facade

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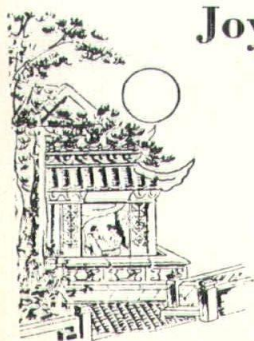
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s noteworthy for its handsome portico with columns, marble floor and double stairway leading to the garden.

The high-ceiling rooms are enhanced by mantelpieces of carved marble, and in the lesser rooms by moulded compositions in classic designs. The woodwork is handsomely detailed. The Lewis furnishings were mostly new but also included a few treasured heirlooms from Mount Vernon.

Gunston Hall is located on State Route 242 four miles east of U. S. Route 1.

The Mansion was begun in 1755 by George Mason, a leader of the colonists who sometimes was called "The Pen of the Revolution." The exterior finish and external trim are the work of William Buckland, an indentured servant brought from England.

Gunston Hall is a story-and-a-half square brick house with a steep roof accented by pairs of tall chimneys at each end. Its interiors are among the most impressive of the Colonial period. The Chippendale dining room was the first in the colonies in the "Chinese taste," while the Palladian drawing room has splendidly carved woodwork perhaps unequalled in America. The superb gardens are dominated by tall boxwood.

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Virginia Beach, on the blue Atlantic, is the Old Dominion's surf-n-sand mecca. It long has had a reputation for being one of the finest family beaches on the Eastern seaboard.

Romp in the waves, toast yourself tan, ride horseback along the water's edge, play golf or tennis on championship facilities, charter a jeep along Virginia's own stark outer banks, take the children for a romp in the amusement park, go fishing on one of two piers, or charter a boat. At night, dine and dance under the stars while ship lights parade across the horizon, or visit the Alan B. Shepard Civic Center and hear many of the nation's top recording artists.

Yes, Virginia Beach has just about everything for those on the go. A boardwalk art show, a music festival and national surfing competition are among the highlights of the summer season.

A few miles West on Route 60 is another one of the state's family beaches, Ocean View. There is 15 miles of vacation playground here. A large amusement park is always a delight to both young and old. Like Virginia Beach, Ocean View has many excellent accommodations.

In nearby Hampton is Buckroo Beach, known for its family atmosphere.

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here. Here visitors mostly soak up sun, sh and just plain relax along the shores of the Chesapeake Bay. The children, of course, make the amusement park their playground headquarters.

Colonial Beach is a small family beach located on the Potomac River. It is about 75 miles from both Washington, the nation's capital, and Richmond, capital of Virginia. Boating, fishing and skiing are prominent here. A small amusement park awaits the kids. The annual Potomac River Festival, held each year in June, draws many marching bands, floats, rescue squads, fire engines, and thousands of tourists.

Sandbridge Beach, about a 20-minute drive from Virginia Beach, and Chincoteague Beach, located on the Eastern Shore Island of Assateague, are for nature lovers. Both have long, wide beach fronts with miles and miles of white sand.

Surf fishing is very big at Assateague. While visiting Chincoteague Beach, many tourists take a stroll along the Chincoteague Refuge Nature Trail where they see the small and unusual Spika Deer. And there are, of course, the famous Chincoteague stunted wild ponies. The pony swim and auction is held annually on the last Wednesday and Thursday in July.

There is no night club, no amusement park and only one general store at Sandbridge, but there is superb fresh water fishing, boating and water skiing at Back Bay and Lake Tecumseh; there is surf casting and swimming in the Atlantic Ocean, and there are tall sand dunes to climb.

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IN OUR MAILBAG

Editor,
The Virginia Record,

My dear Mr. Dowdy,

We wish to express to you our appreciation and thanks for the delightful Eastern Shore Garden Week article which is currently in the Virginia Record. You have been most generous to us with space and photographs; Mr. and Mrs. Muir Rogers of Corbin Hall and Mr. and Mrs. Fred Crebbin II of Mt. Wharton are also pleased that you selected their house pictures. The Eastern Shore is well represented by these two selections.

Your books are well known and popular in our Eastern Shore Public Library. Will you come for Garden Week some year and let us meet you?

Sincerely,

Mrs. L. Floyd Nock III
Chairman, Publicity Committee
The Garden Club of The
Eastern Shore of Virginia
Onancock

Editor,
Virginia Record

I wanted to write to you to thank you for your Article on the Associated Builders and Contractors, Inc., which appeared in the February Issue.

Also, I wanted to tell you how much I enjoy reading the "Record". It is one of two Magazines, (the other being our A.B.C. Magazine, "The Contractor") that I always at least browse through the minute it hits my desk.

Best wishes to you and the Staff!

Sincerely,

Louis F. Mellott, President
No. Va. Chapter, A.B.C.,
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North Arlington

FOR THE RECORD

Acme Visible

Names Hanna

To Board

Leonard S. Schmitz, Chairman of the Board of Acme Visible Records, Inc. (OTC), has announced the election of Norman L. Hanna to Acme Visible's Board of Directors. Hanna, with 29 years of Management experience in the business forms field, has been with Acme since April, 1965, and is currently executive vice president of the company's business forms facilities in South Hackensack, New Jersey, Richmond, Virginia, Waynesburg, Pennsylvania and Hamilton, Ohio.

Acme Visible manufactures and markets a variety of products and systems in the field of information technology with over 100 branch offices in the United States and Canada. The company previously reported an eight per cent increase in earnings per share for the six months period ended March 31, 1968.

Highway Allocations

Approved

Allocations totaling nearly \$211 million for construction on Virginia's interstate, arterial, regular primary and urban road systems were tentatively approved April 25th by the State Highway Commission.

The funds, for the fiscal year beginning July 1, exceed the current year's total by about \$6.4 million because of an increase in the State's federal interstate apportionment.

Allocations to the arterial, regular primary and urban programs will be somewhat less than in the current year. Here's a breakdown by system:

*Interstate — \$126,587,399, an increase of \$11,357,595 over the current year.

*Arterial—\$52,000,000, down \$371,750.

*Regular Primary — \$17,046,133, down \$2,783,430.

*Urban—\$15,299,642, down \$1,839,802.

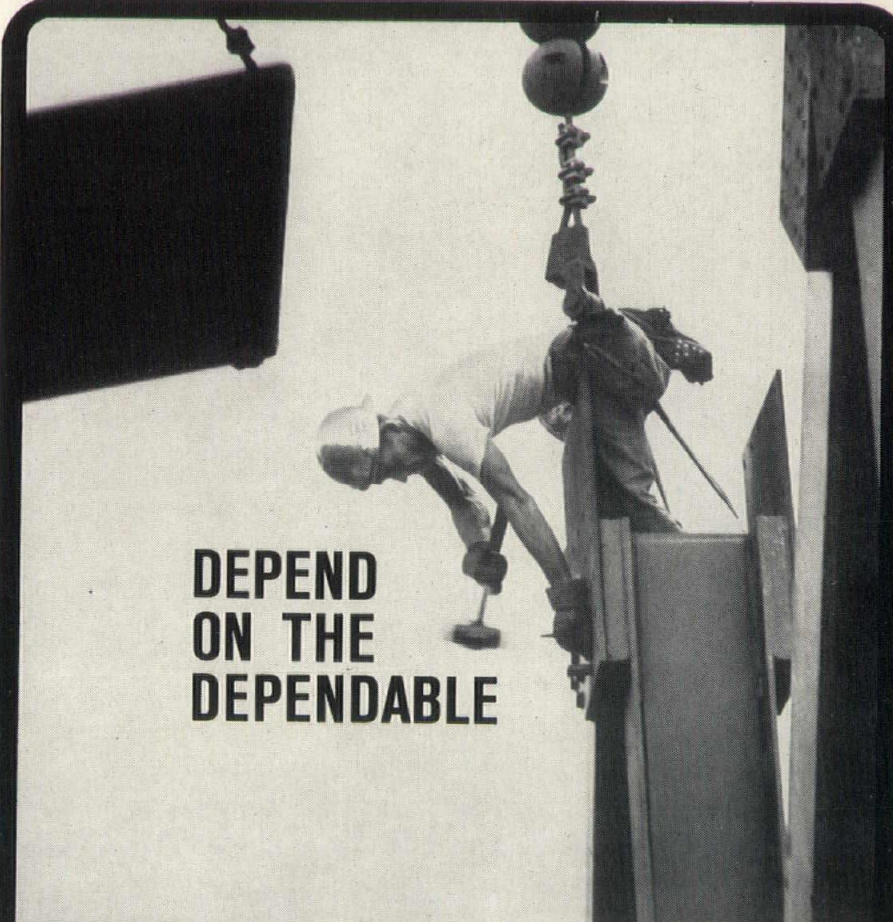
Reductions in allocations for arterial, primary and urban construction result from the following factors:

Income from the State's 2 per cent motor vehicle sales and use tax is falling below earlier estimates and is expected to provide about \$21 million next year instead of the originally estimated \$26 million. The Commission has appropriated \$4 million to partly cover a \$7.8 million deficit caused by

this development in 1966-67, before the adjusted estimate was made.

In addition, the Commission has appropriated \$5 million for 1968-69—as directed by the 1968 General Assembly—for advance right-of-way acquisition. This means that while less money will be available for actual construction allocations on most road systems, considerably more will be on hand to buy and reserve land in advance for future projects.

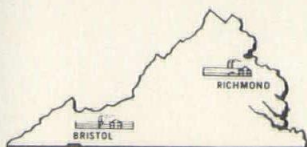
Final action on the 1968-69 construction allocations, tentatively approved April 25th will be taken by the Commission after public hearings are held.



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Fred H. McIntyre, Sr., president of Mid-State Tile Company has announced the appointment of Jack Wagstaff to assistant vice president in charge of marketing and the promotion of C. Briggs Leonard to manager of customer services.

Wagstaff, formerly director of design and merchandising has been with Mid-State since April of 1966. Before joining Mid-State he was a vice president of Lavidge, Davis and Newman, a Knoxville, Tennessee advertising agency with offices in High Point, N. C.

Leonard has been associated with Mid-State for five years. He was a member of the customer service department before becoming manager.

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Thompson-Arthur Paving Company of Greensboro, N. C. recently received an award for Second Place, Highway Division, Group A, for over 500,000 man-hours exposure.

The award was presented to C. H. Shaw, right, Company vice president, at the recent National AGC Safety Awards Breakfast in Dallas, Texas.

Presenting the award to Shaw were Fred W. Mast, left, President of the National A.G.C. and Miss Molly Grubb, Miss Texas of 1967.

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"MY COUNTRY RIGHT OR WRONG"

(Continued from page 3)

The big impact of *Bonnie and Clyde* is an example. Here are a couple of two-bit punks, cheap and vicious murderers, unskillful even at their line of robbing, who were very small-time in their own day. By falsifying their history, making them physically glamorous and handsome young people, and giving careful attention to period sets, the producers turned out a picture of bandits who won the sympathy of young audiences and caused critics to devote pages to this new trend of stylized violence. Compared to really good pictures (not great films, such as *Dr. Zhivago*), it was at best a second-rate action story whose chief distinction was the casual acceptance of the cheapness of human life and the absolutely unmotivated behavior of offhand murderers.

By the same lack of comparative excellence in the field of national politics, the likes of irresponsible, power-mad Kennedy and vaporous McCarthy become seriously taken contenders for winning the Oscar, or the title, of President of the United States. In turn, in comparison to them, Nixon seems a sane, responsible, experienced politician—of the traditional two-party system which gave us Chester Arthur, Harding and Coolidge. The deeper evaluation, ignored by Mr. Alexander and his fellow-pundits, is the fitness of Nixon, or any known politician, for grappling with the nation's underlying ills *through a system* under which the ills have grown, are growing, and will continue to grow in the future.

The failure of the pundits to grasp the real meaning of what is happening was borne out when everyone, without exception, was caught by surprise when President Johnson announced, in effect, his resignation. Whatever the personal motivations of the President, it was obvious that he—as the pundits had not—had come to recognize the fundamental division between the spirit of the citizens and the machinery of party political machinery. The disenchantment of the people, particularly

the young, with "politics as usual" made possible the phantom rise of McCarthy, who seemed a stranger to the smoke-filled rooms.

Bobby Kennedy's popularity with the young, of all ages, seems explained by his association with a myth—a myth which, quite inaccurately, suggests a quality of style that transcends old political hackery. That style, "a fashion trend," could serve as a substitute for political substance indicates the craving

of a segment of the population for fantasy as a relief from reality.

Since Alexander's column, Humphrey and Rockefeller have entered the race, and the state of the party system today can be seen by politicians' acceptance of Hubert and his generalities as qualified to grapple with the nation's ills.

For Johnson it must be said that, while lacking the capacity for growth or the adaptiveness to change, he made a personal confrontation with the re-

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alities of the situation. He used to fill me with despair when he continued to "perseverate" — repeating methods and formulas that did not work—but I felt a certain sadness for a fellow human being who had to live with his tarnished dream of a "Great Society" until circumstances forced him to admit that he was only an operator who had suffered from a "Great Illusion." What I missed in the pundits' post mortems was a grasp of the implication of the historical meaning of a President in power admitting that the operation of the old political machinery was inadequate to cope with the divisiveness in the nation.

The outward divisiveness—over the war in Viet Nam, over racial conflict in the cities, over crime in the cities and the plight of the cities themselves over the devaluation of the dollar and the aroused alarm over the whole situation of government indebtedness—were merely the present symptoms of deeper ills, the warning coughs of internal disease. President Johnson did not cause the ills, any more than Hoover caused the Depression. However, in vigorously prosecuting his predecessor's policies—in Viet Nam, in civil rights, in squandering money (it was Kennedy who called responsible fiscal policies "old clichés")—Johnson not only failed to recognize the presence of the ills but accelerated their growth and hastened the appearance of the now alarming symptoms. When the presence of the ills, through the multiplying symptom, was forced upon his awareness, his admission of inadequacy should have aroused a more fundamental analysis of the system among the hordes who write endlessly and in the endless repetitiveness about the goings-on of national political figures.

But, after some superficial commentaries upon the political affects of his resignation, the pundits almost immediately simply shifted their attention to the political chances of the remaining contenders. With the champion retired, the whole point became centered on the open title. It seems to me that the country, through newspapers and new magazines and television, is being pundit-ed senseless. There is something more involved than the campaigning methods of contenders and prediction of who wears the champion's belt though the millions of words written

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d spoken would scarcely indicate it. their concentration on political aspects of the mounting problems, the ndits in mass are contributing to the owing basic division between the individual and the political operation of vernment.

Nothing more clearly indicates the ndamental division than the symptomatic division over Viet Nam. War is essentially the implementation of political decisions and the ultimate end of ar is extermination. The conviction the opponents of the war is that n, lose or draw in Viet Nam, that ar is a local holding action against e spread of world Communism and es not represent the implementation a defined political policy. We have en on the defensive with Russia for ore than twenty years, and all we've ne is to prove the football axiom that ou can't score without the ball." The mmunists have the ball and are calling the plays. The opposition to Viet um stems from the sense of hopelessness about our makeshift expediences cope with a determined and powerful aggressor from without, while the morale of the citizenry is being eroded om within.

This is certainly not to add to the undancy of comments already made out Viet Nam, but only to indicate at this unwanted war serves as the esent and most obvious symptom hich can be seized upon by individuals their bewilderment, frustration and ar. But as one of the current symptoms, Viet Nam—with all the reactions to it, including McCarthy's wispy emergence—shows more than any other mptom the death of the old belief in e nation's political leadership, which as expressed in the phrase, "My country, right or wrong."

Clifford Dawley

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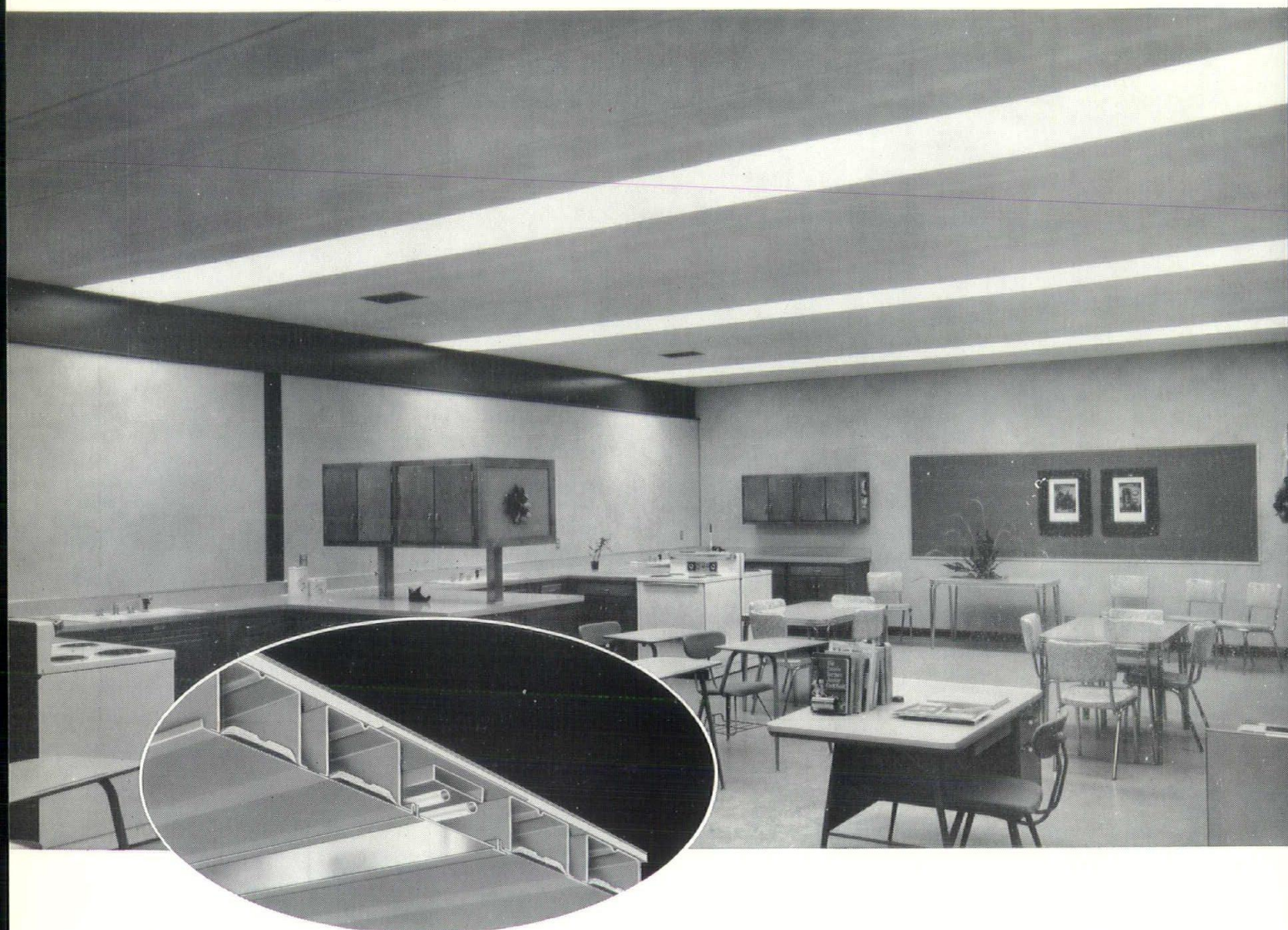


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