

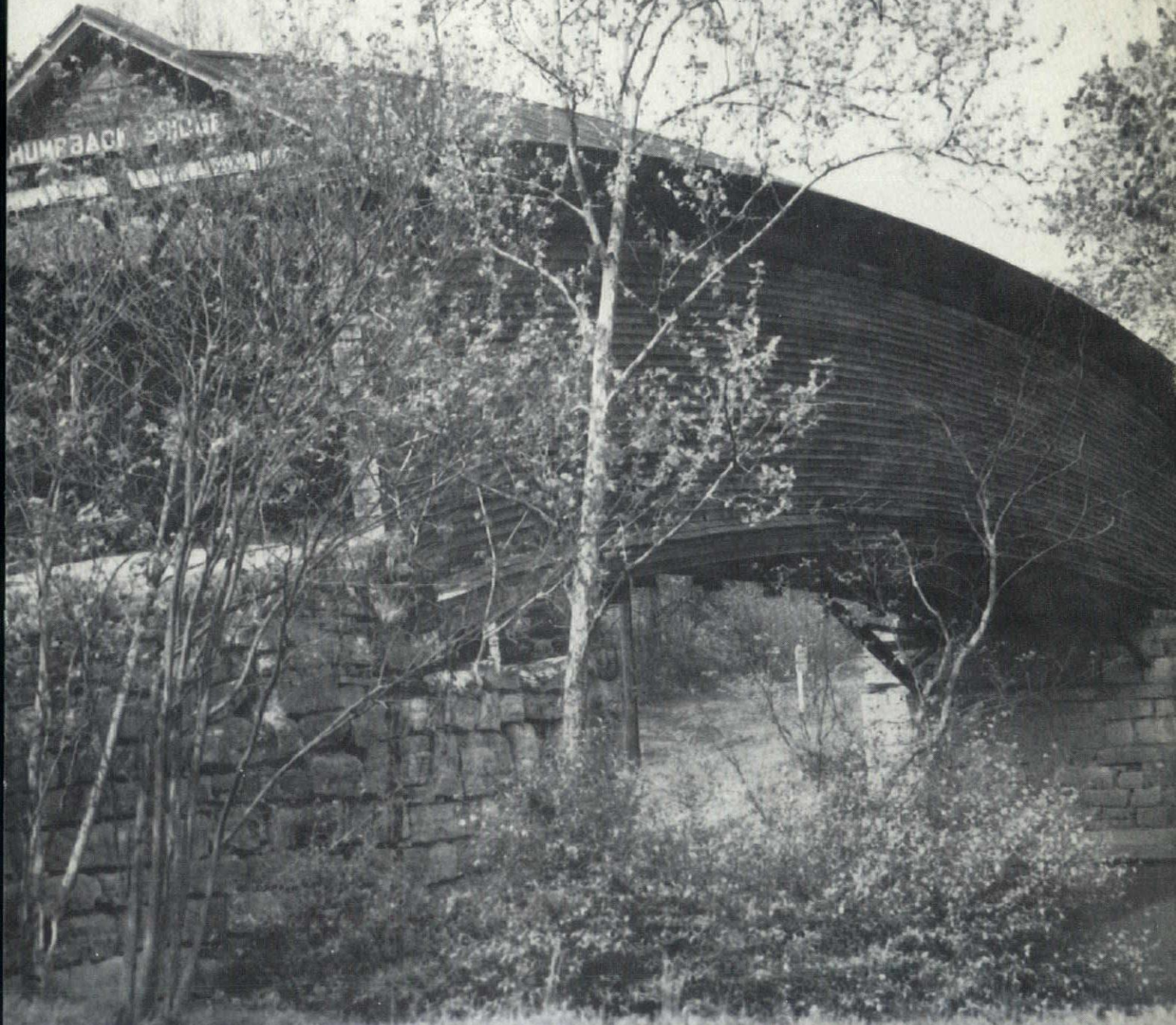
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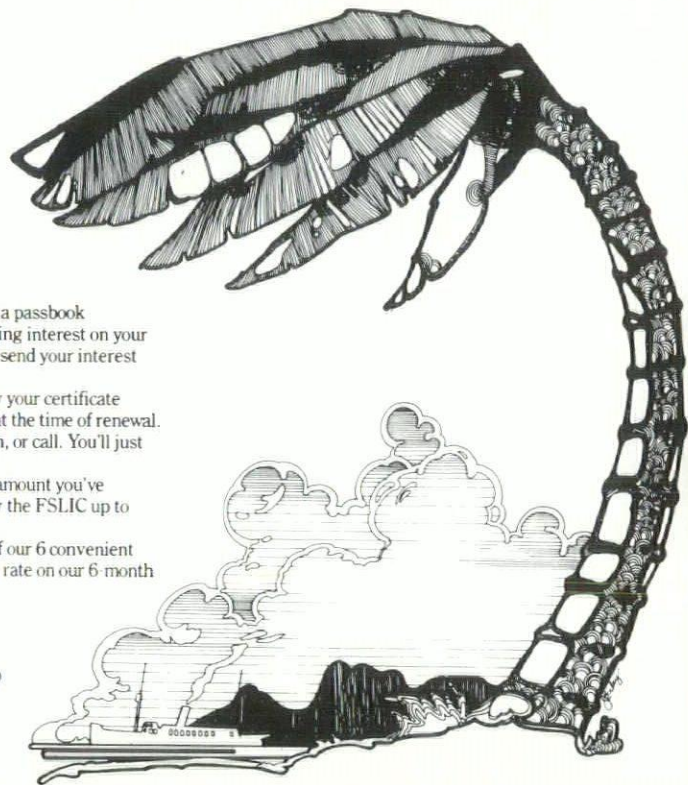
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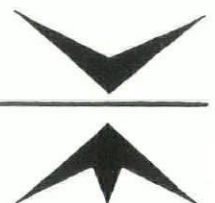
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(ISSN 0042-6768)

Published Monthly at the State Capital
By Virginia Publishers Wing, Inc.

"Second-class postage paid at Richmond, Va."

EDITORIAL OFFICES: 301 EAST FRANKLIN STREET

Phones: 644-6717 or 644-2722

Vol. 102 — No. 5

May 1980

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Our
Roving Observer

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ON OUR COVER is East Humpback Bridge, located three miles west of Covington on U. S. 60. This "granddaddy" of the state's remaining covered bridges has been maintained as a part of a five-acre highway wayside since 1954. It is featured in the article on page 30 of this issue. (Photo by W. T. Heath, courtesy of the Virginia Department of Highways and Transportation.)

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Guy Friddell our *Roving Observer*

With this issue, we are pleased to introduce a new bi-monthly feature—our *Roving Observer*, in the person of Guy Friddell.

Mr. Friddell is a well-known columnist and author and we are sure his observations will prove to be an enjoyable and informative addition to the *VIRGINIA RECORD*.

The Ideal Bedside Book

I WOULDN'T think of retiring for the night without a stack of books on the bedside table to stand between me and the goblins. It's not that I have insomnia; I just can't go to sleep. At least, I can't go to sleep after waking at 3 a.m. and starting to think about all the things that I should and shouldn't have done. Sometimes just the assurance that the books are there, a troop of friends to come to the rescue in the long hours before the dawn, is enough.

The other day I discovered the ideal bedside book, many books in one, in fact: *The Encyclopedia of Southern History*, edited by David C. Roller and Robert W. Tryman and published by the Louisiana State University Press in Baton Rouge, 70803.

To help measure the impact of this book you need a ruler, literally. The volume is about three inches thick, eight inches wide, 10 inches tall, half as big, then, as a cinderblock and about as heavy. It contains 2,900 individually signed and cross-referenced articles by 1,130 scholars. It has more than a million words spread in double columns across 1,421 pages, and it cost \$75 and is worth every penny of it, particularly when you can't go to sleep at three o'clock in the morning.

Oh, and another thing, it is absolutely impartial.

An intriguing aspect of this book is that in a day when television and the federal government are bent on homogenizing the United States as quickly as possible there could be a demand for a regional encyclopedia.

I can't think of any other part of the country that would lend itself to being singled out for so broad a reference work. Can you conceive of *The Encyclopedia of Northern History*? How would you begin to define the North? Anything beyond the Mason-Dixon Line? the New England States, of course, would qualify, but how far west would you go?

Perhaps you could justify an encyclopedia of the Mid-West. There's a sameness there, a flatness, a down-to-earthness in the heartland of the nation. One thinks of Grant Wood's portrait of the lean, flinty faces of the farm couple in "American Gothic." That said it all. One suspects that the encyclopedia would also be spare and puritan.

But there's nothing flat about the tumultuous South. The nation was founded here — and very nearly destroyed, too. And because the South supplied most of the leaders in the formation of the Union and then was the arena for the battles in the war that almost disrupted the Union, it has stood apart. Especially the losing of the Civil War, or as old hands insist on calling it, *The War Between the States*, was a shared experience that brought the Southern states together solidly. Robert E. Lee advised us to forget, but it is much easier to dismiss Victory than to put aside Defeat. Bruce Catton called the Civil War "America's Hamlet."

Notations about Civil War battles swirl throughout the book. Virginia is well-represented, since two-thirds of the War's engagements were fought in the Commonwealth. There's a segment on all the names by which the War was known, concluding with the most poignant, "a succinctly mournful Plains Indian expression: Brother-Brother War."

(Continued on page 37)

THE DECADE OF THE SEVENTIES

By
Commissioner S. Mason Carbaugh

AS WE REVIEW the just completed decade of the seventies, the words of Oliver Wendell Holmes, Jr. come to mind, "When I want to understand what is happening today or try to decide what will happen tomorrow, I look back."

A look back at the 1970s brings us a list of today's concerns that will surely face us tomorrow: ever increasing inflation, environmental anxieties, energy needs, consumer concerns and uncertainty in our agricultural markets.

None of these items are new, but all have seemed to grow in importance in recent years. This is not to say that we haven't made progress in finding solutions. Certainly our 100th birthday in 1977, marking a century of progress, pointed out the considerable accomplishments of the thousands of men and women who over the years have been a part of the department's successful programs, created to meet the needs of all citizens and the requirements of the laws administered by VDACS.

These were certainly noted when we received a new name in the '70s: Agriculture and Consumer Services.

Other articles in this issue will explain in more detail the work planned, carried out and anticipated for the future. What we would like to do is offer a broad overview of the past ten years.

It became obvious at the beginning of the decade that environmental needs were going to be of primary interest. The proper use of our water, land and air had become a universal concern. Many of the ongoing programs of the department received added attention by the general public: food inspection, pesticide regulation, insect controls, medicated feeds, gasoline and weights and measures, just to mention a few. A proper balance between human food needs and the protection of our environment had to be developed.

As the decade began, the department established an Environmental Planning Committee to take a closer look at land use, chemical applications, pest controls, animals disease prevention programs. In short, they were to look at all areas of the environment.

Land use planning was indicated as an important need. It is the land-based industries of our state that created the food and fiber for our very existence and, as had often been said, our land is the basis for our economy. So it was only natural that this would be a starting point.

To protect our prime agricultural lands two laws were created, the Land Use Tax Assessment Act and the Agricultural and Forestal Act. Both of these efforts left the decision for the protection of the lands in the hands of the local governments. Most localities have seen the need for adoption of one or the other of these approaches to maintaining proper use of our land.

We became concerned, not only with the way Virginians were using the land, but the possible effect of foreign buyers and what their ownership would mean to our land values and future ownership patterns. Reports on the status will be made periodically.

The proper use of our land also called for a study of the use of various chemicals and their possible lasting effects. This resulted in the

Board of Agriculture and Consumer Services having greater responsibility over the regulation and use of pesticides then on the market and the banning of those that were considered to have possible long-range effects on the environment. The Pesticide Applicators Act brought the use of chemicals under even closer control and the development of programs using biological controls pointed toward an integrated pest management concept.

The farmer as the custodian of the land realizes more than any other segment of our society the importance of maintaining a proper balance in order to reach and maintain continuous production, so he is perhaps more anxious than any other person to keep that proper balance. At the same time it has become more evident during the decade of the '70s that broader public interest must be considered.

There are some areas in production that the farmer can control, but he faces many unknown factors in his efforts to grow our food and fiber. Perhaps the one event that underscored this more than any other occurred in 1977. This was

"The farmer can only exist if there is a consumer. The consumer can only exist if there is a farmer. Only when both find their needs met will we have a strong economic base of benefit to all Virginia."

a disastrous year for many Virginia farmers due to a combination of economic pressures and adverse weather. The winter of 1976 was extremely cold with a late spring freeze followed by a severe summer and an early fall drought which caused substantial losses in farm income.

Emergency loans, transportation and economic programs all helped, but to this date not all farmers have recovered their financial loss. We have had good crops in the past few years, record soybean and corn crops last year, but the increasing cost of farm equipment and supplies are making it more difficult each year to maintain a profitable operation. Most everything the farmer buys for production has at least doubled since 1972.

The key to farm production is marketability. If the markets at profitable prices are available, the farmer will step up production. If the markets are not available, naturally he will curtail his plans.

The effort to find and develop markets for Virginia grown commodities has been one of the primary goals of VDACS. We were one of the first states to form an international trade team

to find new overseas opportunities. Virginia, of course, is just one of the many states, but with all of the farm produce from across the nation reaching foreign shores it helps strengthen the balance of payments. As *Time* magazine recently stated, "Americans take justified pride in high technology exports like computers or planes, but the largest U.S. sales abroad by far are agricultural products; they account for just over one-fifth of all U.S. exports."

Although these overseas markets are extremely important, the supplying of food and fiber to America's two and a quarter million people comes first. Many of the problems in U.S. market place are closely attuned to transportation and energy—energy to transport and energy to produce.

A good example of the difficulties of transporting goods to market can be found on the Eastern Shore which for many years has been called the Garden Spot of the East. Not many people realize that Virginia ranks fifth in the country in sweet potato production, eighth in tomatoes, ninth in cucumbers, eleventh in cabbage, twelfth in snap beans or sixteenth in white potatoes. The bulk of this production is in the eastern area of the state and the Eastern Shore.

But transportation by rail for many production items has been extremely tenuous in recent years with the curtailment of rail transportation and the unavailability of trucks at harvest time. The department has been working to try to continue rail service in this area and has been instrumental in setting up schedules for trucks to move produce and farm commodities to market. Although we have met basic needs during the '70s, there would be an even greater problem area in the '80s as energy continues to play an ever increasing role in the needs of agriculture. The gasoline dislocation of the '70s was only a harbinger of the future.

One of the assignments given to the department as the '70s drew to a close was to develop methods of, creating markets for, and an interest in the use of gasoline. Although this may be the final answer to some of our energy problems, and there are many positives as well as negatives in the use of alcohol as a fuel, at the moment it presents our best immediate alternative to the use of 100 percent gasoline and energy.

We can only be optimistic about its chances in supplying a part of our answer, but at the same time it will require a great deal of effort and money to be successful. Individual farmers will have to make the decision as to the best method of production on their individual farms. Other business enterprises in the state will have to determine the amount of time and effort they can supply that will be most beneficial to them and to the citizens of Virginia in developing this alternative fuel source.

Perhaps the one area of concern by many is the possible use of corn to make ethanol (ethyl alcohol or grain alcohol). The basic idea for the use of corn in gasoline production came from the corn states of the West where for many years with abundant production, they were looking for another use for their surplus grain. But there are other sources of ethanol. It can be produced

"The key to farm production is marketability. If the markets at profitable prices are available, the farmer will step up production. If the markets are not available naturally he will curtail his plans."

other starchy agricultural products. There is also the good possibility of using Methanol (wood alcohol) which can be produced from fibrous material such as forest products, wood chips, corn stalks, coal and other products. We are not the only country interested in this technique. In South America, Brazil has been the forefront of development of alcohol as a fuel, and is rapidly converting to this source. Their effort is well worth monitoring.

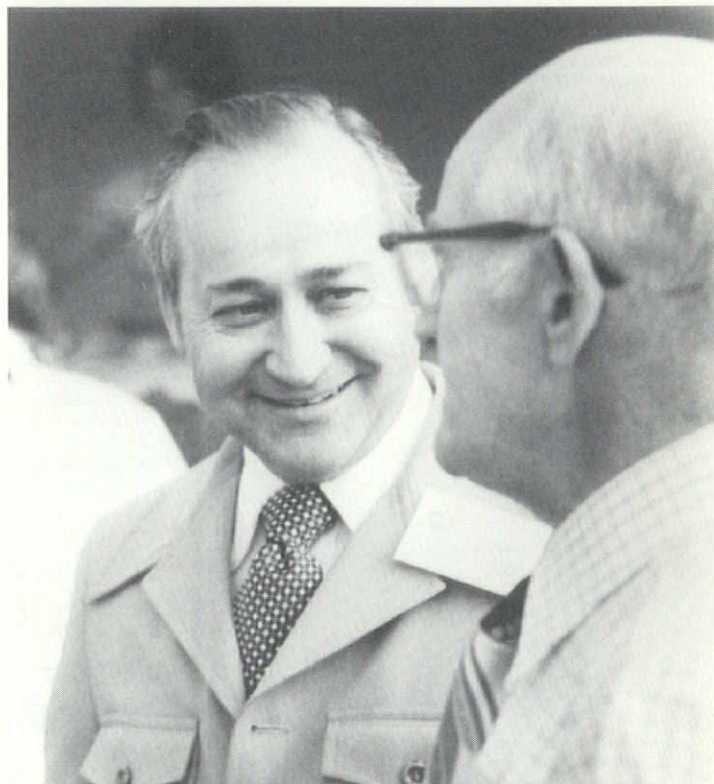
One of the interesting facets of the department's work in the '70s was brought about by a great interest in consumerism. At the beginning of the decade a number of people tried to present the theory that the farmers and the consumers were two different and disparate entities, but the last ten years have underscored not their differences but their similarities.

There is no doubt that the Virginia Department of Agriculture and Consumer Services was created in 1877 to help the farmer. But it is interesting to note that the first assignment given to the department was to aid the farmer as a consumer and to protect his interests when he purchased fertilizer. Over the years as more assignments were given to the department relating to farmers, many if not all of these assignments have benefited the consumer in some way.

If the department can develop new markets for farmers, this will increase production and in turn will bring more commodities to market at a lower price for the consumer. If we can find the answers to our present day environmental concerns, we will have answers for all our citizens. The farmer can only exist if there is a consumer. The consumer can only exist if there is a farmer. Only when both find their needs met will we have a strong base of benefit in all Virginia.

The clean slate of the '80s stretches out before us. There can be no doubt that some of the basic concerns of the decade just past will spill over to the present. If gasohol does not prove to be a major answer, it will at least be the first definite step in finding the answer. Environmental controls will help us preserve our prime agricultural land. We will have streams and rivers of high quality. New marketing techniques will provide a basis for a stronger agriculture. Land use laws will help make a better climate for the farmers to desire to remain in production.

In spite of all of the concerns that face us today, there can only be a feeling of optimism. That the '80s won't offer a great number of challenges, but that they can be surmounted. The Virginia Department of Agriculture and Consumer Services over the years has never given up in its quest to carry out all of its assignments, facing problems as they arise, developing plans to avoid problems where possible, and by so doing making Virginia a better place to live for all of us.



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The Planning and Development Unit Past, Present and Future

By Pamela L. Rexrode, Information Technician

THE Planning and Development Unit, which was established in February of 1975, serves as a staff to assist the Commissioner's office in all areas of agricultural program and policy development, economic analysis, and environmental agricultural resources advice. In addition to aiding the Commissioner's office, they assist agribusiness and rural communities in areas of program planning and development. The Unit also furnishes advice and services to legislative commissions and agricultural re-lated projects and resources in Virginia. In order to carry out its responsibilities, the P&D Unit operates within the following interdisciplinary functional areas: program and policy development and economic

analysis; agricultural finance and credit; agricultural opportunities; rural resource services; and environmental and resource planning.

Since its evolution, the P & D Unit has worked intensely in areas of environmental and resource planning. As a result of that concern, they have conducted studies and analyses on land applications of sludge projects in Virginia and provided research information and advice to state and local governments regarding land application of sludge. The staff provides land-use planning data and analysis and current information on Agricultural and Forestal District Acts and Forest Investment Acts to local governments and citizens. They also designed a

methodology for estimating types and amount of energy used by farmers and agribusiness and update this information yearly.

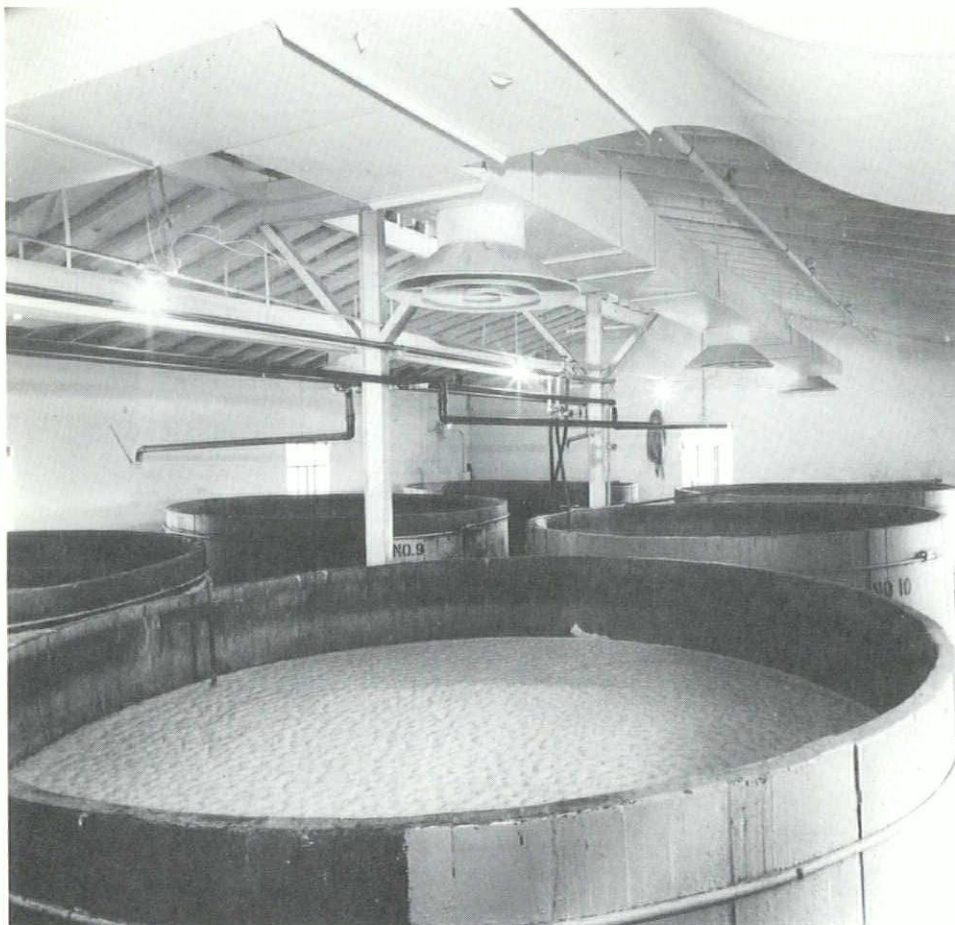
The staff has worked extensively on assisting agribusiness in the financial aspect. In cooperation with the Governor's Agricultural Credit Committee, the unit published an Agricultural Credit Handbook for farmers, bankers, and other credit institutions. They also initiated memorandum of understanding with the Farmers Home Administration to aid farmers in acquiring real estate loans. A significant accomplishment was conducting a two year study, "Capacity Building Needs of Rural Areas in Virginia." The National Science Foundation funded this study and Virginia was selected to be a model in determining the needs of rural governments and ways to improve the effective working relationships within the context of "Federalism." The study recommended procedures for more effective capacity building at local level and more effective use of available resources in response to citizen needs. Other major accomplishments in this area included establishing a Farm Management Team to promote the use of automated systems in farm record keeping in order to improve capabilities in farm management. The unit also assisted in developing a model management plan for the Chippoke Plantation Farm Foundation.

In other areas, the staff provides membership and support to local and rural government and offers advice to legislative committees and other agencies of government on agricultural and rural related issues. Some committees they served on and provided expertise to, include:

- Governor's Local Government Advisory Committee,
- Governor's Econometric Task Force,
- Governor's Food and Nutrition Task Force,
- Governor's Agricultural Credit Committee,
- Governor's Migrant and Seasonal Farmworkers Committee,
- Secretary of Commerce and Resources' Rural Development and Capacity Building Committee.

In addition to these responsibilities, the staff prepares a yearly report for the governor on the State of the Industry of Agriculture with projections of the agricultural economy for the next year. Recently, the unit provided total state direction and analysis to the Agricultural Opportunities Commission on a study of the long-run profitability of agriculture in Virginia. Support will continue in implementing and carrying out recommendations of the study. Their current project is to study and provide guidelines concerning the production and marketing of industrial alcohol to be used in the production of gasohol.

Over the years, since the establishment of the Planning and Development Unit, the department has provided leadership and expertise to the state while improving the total environment of agricultural and rural communities.



Corn mash fermenting in 5,300 gallon vats, the second step in producing ethinol. The unit's current project is promoting the production and marketing of ethinol to be used in the production of gasohol.

A MESSAGE FROM THE DIRECTOR

Dr. Berkwood M. Farmer



*Berkwood M. Farmer, Ph.D.
Chief Economist and Director
of Planning & Development*

THE economic importance of Virginia's farm economy is projected to increase during the 1980s. Increased commodity production and cash receipts are expected for crops and livestock farmers. However, our farmers will be more concerned about a reasonable profit in the 1980s than they were in the 1970s. Inflation is expected to cause farm production costs to rise faster than increases in farm commodity prices; and increased environmental and energy concerns, and federal regulations will create more problems associated with the four basic inputs required to produce food and fiber, i.e., land, labor, capital and management.

During the 1980s, local governments, farmers, agribusiness firms, and farm organizations will need more timely and factual information and data, assistance in economic analysis, and general planning in such areas as the preservation of farm land, alternative types and supplies of energy, non-point source pollution, recycling animal and municipal wastes back to the land, farm labor and credit, and production and marketing of crops and livestock in light of changing world markets and federal farm programs. These resource and environmental issues will receive more attention from the Planning and Development Staff during the 1980s. Some specific trends regarding the four basic farm inputs are:

—**Land:** The preservation of production farm and forest land will gain more support from farmers, citizens and all levels of government. Increased taxes, foreign investments and an increasing population in Virginia will increase the demand for various uses of the finite land resources.

—**Labor:** Safety and health regulations, the threat of organized farm-workers, and competition for labor from non-farming businesses will receive increased attention on the part of farm managers and farm owners.

—**Capital:** Projected high interest rates and high cost of farm land and other farm production items will continue to cause farm production expenses to rise during the 1980s.

—**Management:** Farms managers will continue to live with a cost/price squeeze. In addition, the complexities of farm management will increase.

The Planning and Development Staff will continue to assist the Commissioner's Office in maintaining the Department's role as a leader and spokesman for Virginia agriculture.

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Office of Consumer Affairs — A Decade of Consumer Protection

*By Rebecca Willoughby Sirles
Information Officer*

NEARLY 10 years have passed since Governor Linwood Holton signed the bill into law that created the position of Administrator of Consumer Affairs within the Virginia Department of Agriculture and Consumer Services (VDACS). The date was June 26, 1970 and although no one then could have predicted what today's sociologists would call the "ME DECADE," the Office of Consumer Affairs (OCA) was off to a good start in meeting the demands of the decade's involved consumer.

The office was established within the department in 1969 to provide information and handle complaints concerning the products regulated by VDACS. As public demand for better ways and means of handling consumer interests and problems steadily increased, the department's Office of Consumer Affairs grew in importance. The 1970 General Assembly broadened the responsibilities of the Office to include all types of complaints or inquiries received from Virginia's citizens. By the end of 1970, the Office of Consumer Affairs was serving as a central clearing-house for consumer complaints, encompassing the programs and responsibilities of all departments of state government.

Roy L. Farmer, formerly a career employee of VDACS' food regulatory program, became director of OCA and with the help of VDACS' regulatory inspectors, the office began to meet the requirements of the law by handling consumer complaints. In 1972, these services were broadened when a branch of the Richmond Office of Consumer Affairs opened in Northern Virginia. The action was taken because of a growing number of consumer complaints originating in this highly urbanized area of the state. Ms. Mary Ann Shurtz, a former extension agent in home economics, was hired as the Consumer Affairs Coordinator for Northern Virginia.

Several programs administered by the Office of Consumer Affairs have impacted upon Virginia consumers in the past decade. Consumer education is one of the program areas that not only affected the 1970s, but will also have far reaching effects into the 1980s. OCA has been involved in preparing and developing many consumer education programs throughout the state since its creation in 1970, but one of the most significant programs in this area is the Virginia Consumer Audio-Visual Education Project or VACAVE. The project, under the direction of Ms. Shurtz, was funded by the U.S. Department of Health, Education and Welfare Office of Consumer Education. VACAVE is designed to create a statewide network to increase the use of audio-visual resources in consumer education. An annotated bibliography of available resources is in the process of being prepared. Materials included in the bibliography will be of concern to the general public, but special emphasis has been placed on identifying resources for the elderly, low-income, and handicapped consumer. This effort to encourage and facilitate

the use of audio-visual materials will assist consumer education specialists and other community agents in providing effective consumer awareness programs both now and in the future.

Although audio-visual aides are considered effective educational tools, brochures and pamphlets are also widely used as a means of dispersing consumer information. The Office of Consumer Affairs has developed a myriad of brochures that cover a wide range of consumer issues. One of the most effective series of brochures is called "There is a Law in Virginia...." Each brochure informs the reader about a particular consumer law and its application to various consumer problems. Brochures are offered free of charge and may be obtained by contacting the Office of Consumer Affairs. This is one way of informing the public of policies, decisions and legislation affecting transactions in the marketplace through a program of consumer education. Radio and television interviews with members of the OCA staff along with speeches to consumer groups also aid in consumer education.

Consumer-related legislation played an important part in the last decade and several laws were passed that affected Virginia's citizens. One important law passed by the General Assembly in 1977, is the Virginia Consumer Protection Act. This act assigns certain powers to the attorney general, commonwealth's attorneys and attorneys for counties and cities. It also delineates fourteen acts or practices, including misrepresentation and deceptive advertising,

which suppliers of consumer goods and services are prohibited from using. The act further provides for individual court actions by consumers who have been damaged by such unlawful practices and designates the Commissioner of the Department of Agriculture and Consumer Services or his representative to investigate possible violations. Before the Virginia Consumer Protection Act became law, misrepresentations made during a sale were not always clearly defined as a violation. Now consumers have the right to bring suit when they have suffered a loss as the result of a prohibited practice.

For several years during the past decade automobile problems topped the list of consumer complaints received by OCA. In response to these problems, the General Assembly passed the Automobile Repair Facilities Act which came a law in 1979.

This act is primarily a disclosure law which requires an automotive repair facility to provide written estimates for repairs upon request during certain work hours. The estimates must specify the cost of parts as well as labor and give a completion time. This estimate may not be exceeded by more than 10 percent without authorization. The law also provides that an invoice be presented to the customer upon completion of the work, requires the facility to replace parts to the consumer and further requires the facility to display a sign in a conspicuous place which outlines the customer's rights. The sign also must inform customers that complaints can be made to the Virginia

A Look Into the 1980s

*A Message From
Roy L. Farmer, Director
Office of Consumer Affairs*

WITH double-digit inflation facing consumers as the 1980s begin, Virginia's citizens are becoming more conscious of consumer issues. What's ahead for consumers in this new decade? Roy L. Farmer, Director of the Virginia Office of Consumer Affairs, had this to say, "In the 1980s, there will likely be less government assistance available to the average citizen. It will be more important than ever to increase consumer information and education that is made available to students and the adult population."

The Office of Consumer Affairs stands ready to assist Virginians in this new decade as well as it did in the past.



*Roy L. Farmer
Director of Consumer Affairs*

ce of Consumer Affairs. Enforcement of this is through the Virginia Consumer Protection

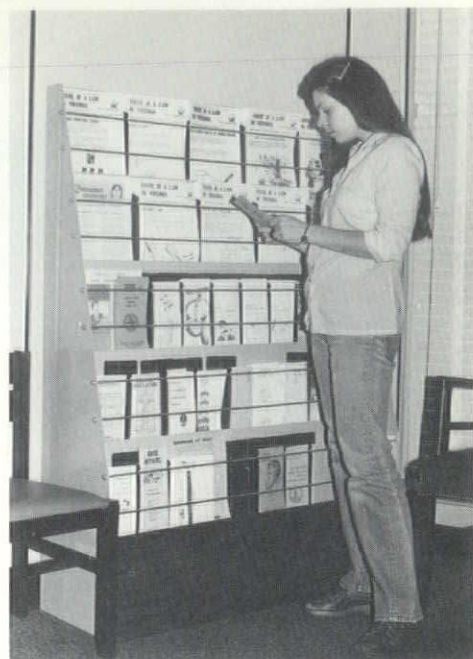
Another consumer law that went into effect in 1979, is the Animal Welfare Act. Article 2 of the act offers potential remedies to buyers of dogs and cats when the animals have been misrepresented as to registration by any animal pedigree organization or if the animal is unfit due to blindness, a congenital defect or an infectious disease. Only dogs and cats described as being registered or capable of being registered are covered by this act. Violations of this article are considered prohibited practices and enforced through the Virginia Consumer Protection Act. Again, the Commissioner of VDACS or his representative is designated to investigate those possible violations.

The Virginia Solicitation of Contributions Law is also passed in the decade of the '70s. This law requires most charities who solicit or obtain contributions from the public in the State of Virginia to register or file for an exemption with the Office of Consumer Affairs. The large organizations that solicit statewide are required to register while the smaller local organizations are granted exemption and are regulated on the

local level. The ultimate purpose of the law is to prevent fraudulent solicitations in the Commonwealth of Virginia. Information from the registration application is public record and available for inquiries concerning the purpose and financing of a charity.

As Director of the Office of Consumer Affairs, Roy Farmer serves on several boards and committees concerned with consumer issues. He was a member of a committee organized by the C & P Telephone Company that prepared and distributed a "Code of Ethics for Telephone Solicitors." He also met with representatives of C & P Telephone Company to review and approve initial proposed changes in the C & P Directories in Virginia. In the future, the yellow pages will carry consumer tips and telephone numbers of agencies and groups to contact relative to consumer problems. Farmer is a member of the Formulary Council that has recently adopted the second formulary of 200 approved generic drugs. He also serves on the Division of Motor Vehicle's Dealer Advisory Board and the Governor's Committee on Consumer Education.

The staff, including Dan Zipperer, Assistant to the Director of OCA, also works with groups concerned with consumer issues. The staff



An interested consumer looks at one of the many consumer-oriented brochures developed by the Office of Consumer Affairs.

Office Locations

The state Offices of Consumer Affairs are:

OFFICE OF CONSUMER AFFAIRS
825 EAST BROAD STREET
RICHMOND, VIRGINIA 23219
804 786-2042 OR
800 552-9963 (TOLL-FREE)

NORTHERN VIRGINIA BRANCH
3016 WILLIAMS DRIVE
FAIRFAX, VIRGINIA 22031
703 573-1286

The following local consumer affairs offices have jurisdiction in the locations specified in their titles:

ALEXANDRIA OFFICE OF CONSUMER AFFAIRS
405 CAMERON STREET
ALEXANDRIA, VIRGINIA 22314
703 750-6675

ARLINGTON COUNTY OFFICE OF CONSUMER AFFAIRS
2049 15th STREET, NORTH
ARLINGTON, VIRGINIA 22201
703 558-2142

FAIRFAX COUNTY DEPARTMENT OF CONSUMER AFFAIRS
4031 UNIVERSITY DRIVE
FAIRFAX, VIRGINIA 22030
703 691-3214

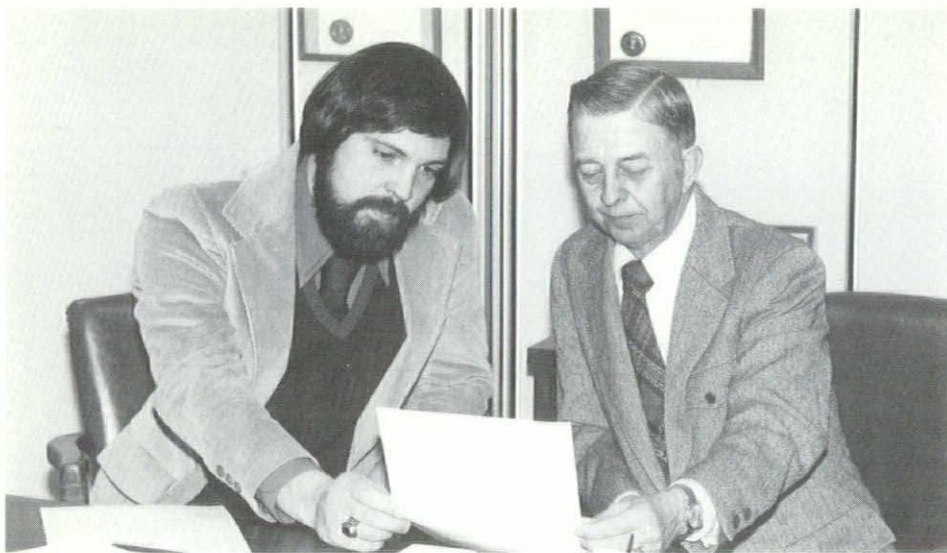
NEWPORT NEWS OFFICE OF CONSUMER AFFAIRS
2400 WASHINGTON STREET
NEWPORT NEWS, VIRGINIA 23607
804 247-8616

NORFOLK DIVISION OF CONSUMER PROTECTION
CITY HALL BUILDING, ROOM 804
NORFOLK, VIRGINIA 23501
804 441-2821

PRINCE WILLIAM COUNTY OFFICE OF CONSUMER AFFAIRS
GARFIELD ADMINISTRATION BUILDING
WOODBIDGE, VIRGINIA 22191
703 221-4156

ROANOKE CONSUMER PROTECTION DIVISION
215 CHURCH AVENUE, ROOM 353, MUNICIPAL BUILDING
ROANOKE, VIRGINIA 24100
703 981-2583

VIRGINIA BEACH CONSUMER PROTECTION OFFICE
MUNICIPAL CENTER
VIRGINIA BEACH, VIRGINIA 23456
804 427-4421



James A. Morano Coordinator of Charitable Solicitations, and Roy L. Farmer, Director of the Office of Consumer Affairs, look over a list of charitable organizations that have registered with OCA under the provisions of the Charitable Solicitations Law. This law, administered by the Office of Consumer Affairs, was enacted to prevent fraudulent solicitations in the Commonwealth of Virginia.

Administration — A Decade of Progress

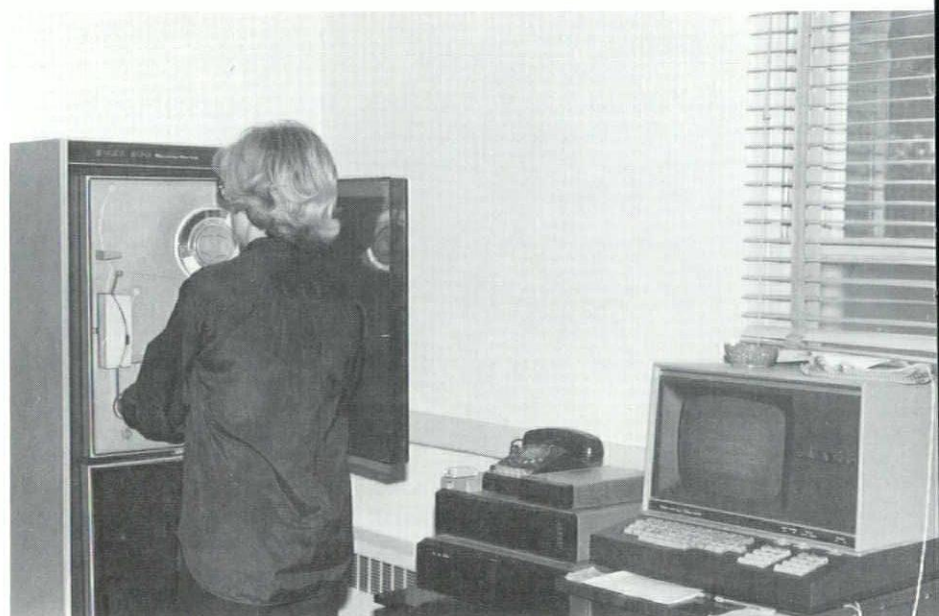
By Pamela L. Rexrode
Information Technician

ADMINISTRATION is the division in the Department of Agriculture and Consumer Services that enables the entire department to operate smoothly and efficiently while providing services to both the staff and the public. Over the years, the division's task to serve the department efficiently has become more complex, however, through the gradual increased use of automated data processing systems, productivity has increased significantly. The Division of Administration includes accounting, information, personnel offices, a systems development unit and federal-state crop reporting service along with other general support services for the entire agency.

During the last decade, computer systems have been developed and refined to perform record keeping and reporting functions throughout the agency. The department has installed video display terminals that electronically gain access to information on everything from budgeting operations to personnel leave. In 1973, the State Division of Automated Data Processing (ADP) transferred a systems development staff to VDACS to set up and create computer systems and a remote Job Entry Terminal was connected to the state's data center at the Division of Motor Vehicles. Many areas, including personnel and accounting, have been able to handle increased responsibilities without an increase in manhours.

Programs have been developed to handle the painstaking task of designing the biennial

budget for the department. A system has been set up to control and computerize all of VDACS' requested, appropriated and allotted funds and



Betty Hammond of the Data Systems Unit, loading tape to electronically hook up with the Commonwealth Computer Center at DMV.

worked with Ford Motor Company in setting the Ford Consumer Appeals Board to handle complaints against Ford dealers. The staff has also met with representatives of a number of Virginia state agencies to bring about a closer working relationship in handling consumer complaints against Ford dealers.

The decade of the 70s is over and these were very eventful years. The Office of Consumer Affairs had a tremendous impact on the decade by handling over 38,000 complaints that resulted in a savings of approximately one and one-half million dollars through cancelled contracts and refunds! The office also handled many telephone inquiries, directing citizens to the proper source of information.

As the Office of Consumer Affairs approaches its tenth birthday, it can look back with pride at a decade of increased consumer protection and education for many of the citizens in the Commonwealth of Virginia.

the redistribution of variable expenses. The system, under the guidance of the fiscal director who is responsible for budget development and financial management, saves considerable time and money compared to methods used before 1970.

The budget of the Department has been cut and cut again. In 1970 it was \$7,477,851; and in 1979-80 it was \$10,602,606; an increase of over 41.78 percent while the consumer price index has risen over 200 percent in the last ten years. In 1970-71, the department had 698 positions. The 1979-80 level remains at around 700 but the department transferred 95 positions to Consolidated Laboratories in 1975.

The Accounting Office, which handles general, special and capital outlay accounts for ACS and other related state commissions, is completely automated the payroll system of the nearly 700 full-time positions. Also, all personnel records are integrated into the state's system by computer and are easily accessible and kept up to date. The employees now receive comprehensive statement of sick and annual leave, earned and taken, each month. During the seventies, the Personnel Office became increasingly concerned with employee training and organizational development. It organized and set up committees to make available programs of Orientation to VDACS, seminars on Management by Objectives and Results, Transactional Analysis seminars and others for interested employees. Out of this concern, the department recently established the position of Department Training Officer to handle the expanding training needs of VDACS.

The computer system also handles and stores information concerning food distribution, product registration and licensing as well as crop reporting statistics. Through the innovative use of computer technology, pesticide applicator's licenses can be printed for just five cents a piece. Bookkeeping and clerical hours have been reduced considerably by decreasing the number of forms used in the department. For example, 125 unique forms were consolidated to 10 forms, many of which are generated by computer. Crop Reporting Services (CRS), the official agency for the collection and publication of agricultural related statistics in Virginia, also stores their information in our computer which is electronically connected to USDA's computer. Initially sponsored by VDACS and USDA, CRS collects data on crop prices and values, farm labor and wage rates, and makes quarterly estimates of livestock and crop production and periodic surveys concerning agriculture. The statistics are collected primarily by mail and supplemented by field reporters around the Commonwealth.

Besides managing those offices, the Administrative Division is responsible for the supervision of the Information Office and until the mid-seventies, the Management Services section. This section was composed of staff and facilities combined for organizational development, program evaluation, data processing services and emergency resource services. The unit dissolved with the expanded growth of other offices.

The Information Office provides the information to the public and assistance to the operational divisions of the department. The office answers citizens' inquiries, publishes special pamphlets and reports, puts out two monthly publications: the BULLETIN and CONSUMER COMMENTS and an in-house semi-monthly newsletter for employees. They prepare news releases, feature stories and special publications on department related activities. The office has been providing radio and TV spots to stations all over the Commonwealth on agricultural related interests as well as compiling slide presentations, giving speeches and displaying exhibits at fairs around the state. In the last 10 years, the office has increased its work and decreased its costs by doing practically all of its own printing with in-house printing facilities.

Basically, over the last decade, the Division of Administration has gone through a transition from manual record keeping to the use of computer systems, to progressively increase its productivity and support to the entire department by taking on additional responsibilities without increasing personnel or costs.

What's Ahead in Administration

*A Message from
James W. Midyette, Jr., Director
Division of Administration*

HISTORY has demonstrated that the innovations and exceptions of today become the accepted routine of the future; therefore, it is reasonable to expect that the many technological innovations which have been initiated in the seventies will become more sophisticated and be utilized on a universal basis during the eighties. The impact in the form of cost-benefits from improved management decisions based on timely information possible from electronic informational and record keeping systems should be more prevalent from the producer to the consumer.

In the administrative area of this department and in state government there has been initiated in the seventies, automated systems for accounting, budgeting, payroll, personnel, leave reporting, mailing lists, licensing and related record keeping. During the eighties these systems will be refined and in numerous cases, combined and extended to Purchasing and General Services. Beyond accommodating the functions initially performed, such systems have the potential of forming a massive electronic data bank from which decision-making information can be retrieved electronically by departmental and state managers on a routine as-needed basis.

In the next decade we are also likely to see an interface between electronic record keeping media and word processing equipment which will enable managers at all levels to retrieve and transmit to others, data analysis and related information in whatever form they select.

Such sophistication is likely to enable a greater degree of central control, and improved management at all levels. However, the competence and reliability of such systems will depend upon decentralization input with verification capabilities, to facilitate such input and to provide subsequent retrieval of data and information, remote mini-computer terminals must be provided. By the end of the decade such terminals are likely to be as commonplace as the telephone and typewriter are today—in fact, in



*James W. Midyette, Jr., Director
Division of Administration*

many incidences they may replace both the telephone and the typewriter.

The physical changes we may see as a result of the foregoing might include:

- * a reduction in correspondence
- * elimination of paychecks
- * elimination of expense vouchers
- * a reduction in written reports
- * elimination of hard copy purchase orders and requisitions
- * a reduction in inter-office memos
- * reduction of files and storage of informational material
- * a reduction in mail
- * others too numerous to enumerate

The cost benefits of the foregoing versus the cost of the way we do business today as well as our willingness to accept change will determine how far we go in the eighties toward electronic record keeping, informational storage, retrieval and dissemination. If technology now available can be utilized on a cost effective basis in a cost conscious environment magnified by tax conscious voters, then government must utilize such technology to accommodate the needs of the public, not only in Agriculture and Consumer Services but in all governmental activities.

HAYWOOD'S SEAFOOD

HAYES, VIRGINIA 23072

Oyster and Fish Packers

Animal Health and Dairies . . . Advances in the '70s are Stepping Stones to the '80

By Rebecca Willoughby Sirles
Information Officer

THE DECADE of the '70s is past, but these were significant years for the Division of Animal Health and Dairies (AH&D) of the Virginia Department of Agriculture and Consumer Services (VDACS). Advances in laboratory technology and changes in legislation brought new challenges and responsibilities to the Division in the past decade. Although inflation became a factor in the administration of programs, AH&D employees continued to provide essential field, laboratory, and inspectional services to maintain a healthy livestock and poultry population in the Commonwealth as well as an adequate supply of safe, nutritious and accurately labeled meat and dairy products.

Four major program areas make up the Division of Animal Health and Dairies. They are the Animal Health Services Section, the Bureau of Dairy Services, the Meat and Poultry Inspection Section and the Laboratory Section. The State Veterinarian heads of the Division of Animal Health and Dairies and all four sections ultimately report to him.

It would be quite a task to record all the accomplishments of the Division of Animal Health and Dairies during the past ten years in one article. Therefore, we shall only review the highlights of the '70s in each program area.

ANIMAL HEALTH— SAFEGUARDING VIRGINIA'S LIVESTOCK

Ever since man first drew a correlation between animal disease and human disease, there has been a campaign to identify, cure and prevent the transmission of animal disease to humans. During the 1970s, great strides were made in achieving this goal by the Animal Health Services Section of the Division of Animal Health and Dairies. Advanced laboratory techniques coupled with better animal testing procedures have resulted in the decline and control of several diseases that had, in the past, plagued livestock in the state.

In 1970, Virginia was officially declared a "Brucellosis free" state by the United States Department of Agriculture/Animal and Plant Health Inspection Service (USDA/APHIS). Brucellosis is a bacterial disease primarily affecting cattle and swine and accounts for an estimated 40 million dollars per year in lost revenue to farmers in the U.S. During the past decade, the Animal Health Section has maintained the state's "brucellosis free" status through prompt



Here, under the watchful eye of an Animal Health Inspector, these swine are about to be tested for disease. The control of animal disease is an important program area of the Division of Animal Health and Dairies and division personnel work with producers to ensure healthy livestock in Virginia.

Projection for the '80s

A Message from
Dr. George B. Estes, Director
Animal Health and Dairies

THE DECADE of the '80s is upon us and during these years, many program areas of the Division of Animal Health and Dairies will be affected.

The prevention of animal disease will maintain its importance throughout the next decade as the Animal Health Section continues its program to eradicate brucellosis in cattle and swine herds. The Animal Health Section will also maintain the state's hog cholera and sheep scabies free status, as well as the Pullorum Typhoid Clean Status.

In the near future, the Meat and Poultry Inspection Section will see mandatory quality control in the production and inspection of meat and poultry products. USDA has already proposed a voluntary quality control regulation and the industry feels that mandatory regulations will follow shortly thereafter. The '80s will also see a complete banning of nitrates and nitrites or a severe limitation on the use of these chemicals as food additives. Research has incriminated nitrates as a possible carcinogen and, as such, must be eliminated as an additive from all edible products. Nitrates, at present, are needed in cured meat products to prevent botulism. It will be necessary for the research sector to determine the risk/benefit advantages for the continued use of these chemicals.

In the '80s sterilized milk, also called ultra high-temperature (UHT) milk is expected to move from the development stage to become available to consumers. This move will be gradual because it will encompass a major change in marketing and buying patterns from the processing plant to the home refrigerator. This concept will receive an added boost toward implementation because it can result in significant energy savings.



Dr. George B. Estes
State Veterinarian

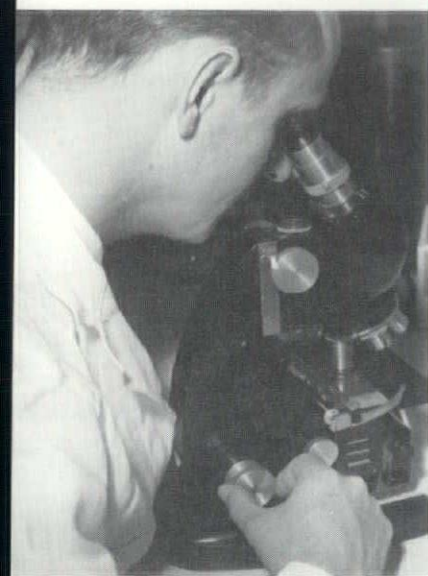
It should be an exciting decade for the Division of Animal Health and Dairies and we are looking forward to many new challenges.

testing and retesting of infected herds, complete epidemiological investigations, the Brucella Ring Test, and the market cattle surveillance program. "Brucellosis free" does not mean there is no evidence of brucellosis in cattle herds in the state, but through compliance to Brucellosis Uniform Methods and Rules, Virginia keeps the number of infected herds down to what USDA considers a disease-free status.

About 35-40 percent of Virginia's infected herds become infected by purchase of brucellosis exposed out-of-state replacement cattle. Another major factor is the inability to trace infected animals to the herd of origin because inadequate records by livestock dealers. Some of our sister states with a high brucellosis incidence are making progress in their eradication programs which will benefit us when cattle owners purchase replacement animals in the states.

In 1972, Virginia had the distinction of becoming a "hog cholera free" state as proclaimed by USDA. This ended a 10-year program to eradicate hog cholera, a disease that had harassed the state's farmers for more than a century. Legislation passed by the 1970 General Assembly, which made it illegal to feed garbage to swine, greatly assisted in the campaign to eradicate hog cholera in Virginia.

For many years a disease known as equine infectious anemia (EIA) or "swamp fever," presented problems for the horse industry in Virginia. EIA is an acute or chronic virus disease of horses, characterized by fever, depression, weakness, loss of weight and anemia. There is no known cure for EIA, and until 1972, there was no reliable procedure for its diagnosis to differentiate it from other similar disease conditions.



The Laboratory is an integral part of the Division of Animal Health and Dairies as it provides diagnostic services to the state's livestock and poultry producers. The past decade saw many advances in laboratory technology that will carry over into the eighties.

Equines. The diagnostic test for EIA is used by the Richmond and Warrenton Laboratories of the Division of Animal Health and Dairies and is called the Coggins Test. This test was made available to horse owners in the state soon after it was approved by USDA and regulations were developed for EIA control. The EIA testing program protects the equine population from the importation of the disease from other states, as a negative Coggins Test result is a requirement for the shipment of equine animals into Virginia. Twenty-seven other states have similar EIA programs.

In December 1979 marked the date that Virginia became a Pullorum-Typhoid Clean State as designated by USDA. This declaration represented many years of disease control and eradication efforts and enhanced the reputation of the commercial poultry industry within the state.

During the past decade, the Animal Health Services Section helped ensure healthy livestock through the inspection of livestock markets, enforcement of animal health regulations, they pertained to animals moving in or out of the state, and in the disposition of exposed or diseased animals. This section also effectively controlled the possible outbreak of pseudorabies, a virus prevalent in swine.

Because of the obvious benefit of healthy herds and flocks to the producer and consumer, these program areas of the '70s will continue into the '80s and for many years to come.

While the Division of Animal Health and Dairies is mandated to safeguard Virginia's livestock against disease, it is also mandated to deal with Animal Welfare. The Animal Welfare Act, passed by the 1977 session of the General

Assembly, assigned certain responsibilities related to animal welfare to the State Veterinarian. These responsibilities deal with the training, examination, and qualification of humane investigators. To accomplish the purposes of this directive, the State Veterinarian's office prepared a home study course for prospective humane investigators, dealing with numerous aspects of animal welfare and control. Upon completion of the home study course, the candidate is given a period of training, followed by a final examination. Those who receive a passing score on the examination are placed on the State Veterinarian's List of Approved Humane Investigators which is used by Commonwealth's Attorneys in recommending the appointment of humane investigators for their jurisdictions by Virginia's Circuit Court judges.

DAIRY SERVICES BUREAU— REGULATING VIRGINIA'S MILK INDUSTRY

The decade began with legislative changes that granted more responsibilities to the Dairy Services Bureau. Three enabling acts were passed by the 1970 General Assembly which granted the Board of Agriculture and Consumer Services the authority to establish regulations for the production, processing, handling and distribution of milk and milk products. This legislation set the tone for the decade of the '70s by enabling the Dairy Services Bureau to cope more effectively with rapidly changing facilities, procedures and methods of handling milk and dairy products.

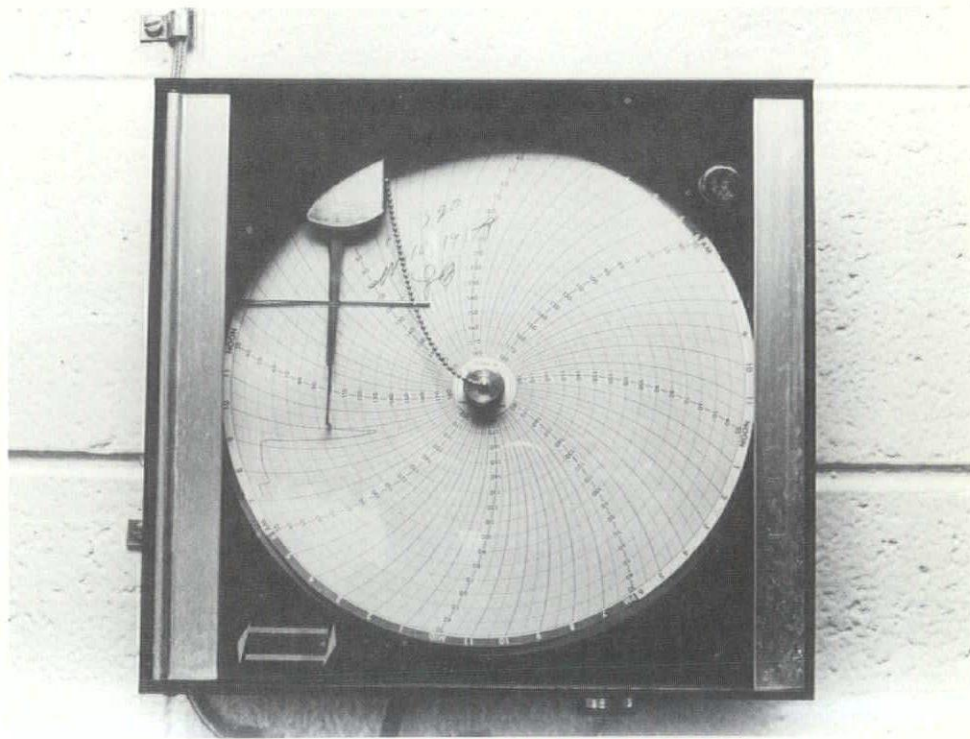
The dairy industry in Virginia continued to grow in the decade of the '70s. According to a

1978 USDA publication, on a commodity ranking basis, the production of milk and milk products continues to hold first place among all agricultural enterprises as a source of cash receipts for farmers in Virginia.

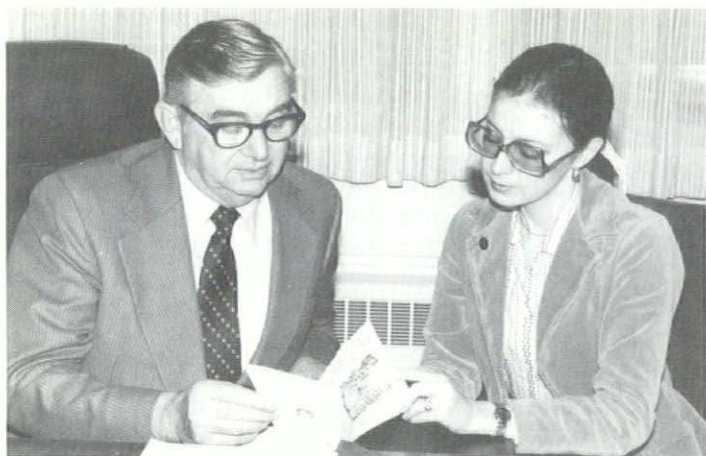
During the past decade, the Bureau of Dairy Services maintained a surveillance program for pesticides, herbicides and other adulterants that could contaminate milk and milk products. In addition, dairy inspectors made regular inspections of Grade "A" dairy farms and took milk samples to further insure quality milk products. Enforcement of the Ice Cream and Frozen Desserts Law helped consumers know what they were buying by restricting the term "ice cream" to only those products containing whole milk or milk products.

The Board exercised its authority in regulating the handling of milk by requiring that all Grade "A" dairy farms install recording thermometers and interval-timing devices on bulk-milk cooling and/or holding tanks by January 1, 1980. The recording thermometer provides a record of the temperature of milk throughout the period of its storage on the farm. The interval-timing device causes the milk that is in the farm tank to be agitated for at least five minutes per hour, so that all milk in the tank will remain at the same temperature. Changes in milk temperature at the farm will affect the quality of the milk after it is packaged, and these devices are expected to help remedy this problem. Amendment of the state's bulk-milk tank regulations to require use of these devices was requested by the Virginia State Dairymen's Association, and

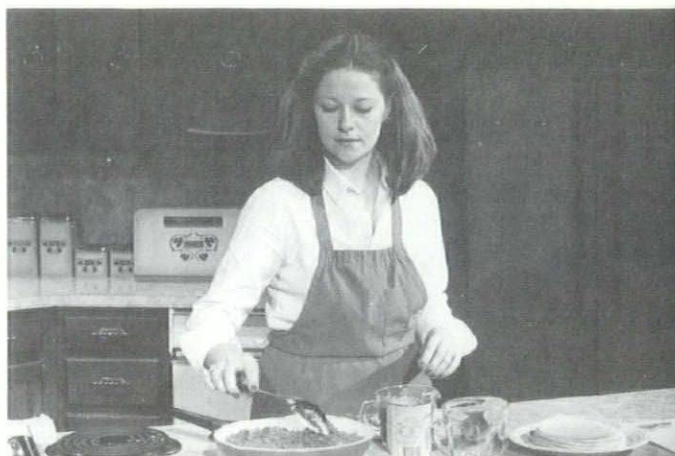
(Continued on page 36)



This is a recording thermometer that keeps a record of the temperature of Grade A milk being stored in a holding tank. Since changes in temperature affect the quality of milk, this is an important aid to the dairy farmer.



M. W. Jefferson, director of the Division of Markets, discusses the wine brochure with Lou Ann Whitton who was responsible for its design and distribution.



Anna Atkins is one of three home economists who help the department acquaint others with Virginia produced agricultural commodities.

The Division of Markets — Meeting the Needs of the Marketplace

by

Raymond L. Schreiner, Information Director

THE soil based industries that supply our food and fiber are at the foundation of our economic stability, but only by maintaining suitable markets will producers be encouraged to continue or expand operations where needed. That sounds like a statement out of Economics 101, but it is the background for the thinking in the Division of Markets that has helped bring Virginia's agriculture through the decade of the '70s stronger and more viable than at almost any time since the founding of the Commonwealth.

The need for market development was very obvious to Commissioner George W. Koener when in 1916 he advocated the establishment of a Division of Markets by saying, "Hitherto lacking in Virginia's agricultural development is economic organization. It has been well said that American industrial life is at least in an era in advance of American agriculture. It is not too much to suggest again that it is of the utmost importance to consider seriously how to apply the lessons learned in the industrial world to the problems of agriculture."

Now, 64 years later, the Division of Markets can look back on hundreds of accomplishments that have helped create a strong agriculture in Virginia. But as we review the past decade it is obvious that it is only a base and many more services can yet be developed.

The 10-year period of the '70s saw a decrease in the number of Virginia's farms, but also an increase in production in almost all farm commodities. This in spite of uncertain domestic markets, confusion in overseas markets, rising inflation and new regulations and requirements of the agricultural community. It was a time of developing new techniques, but at the same time sharpening and re-evaluating the old.

For the first time the cash receipts of farmers jumped over the one-billion dollar mark. The 10-year period saw a 43 percent increase in receipts, but a 41 percent increase in expenses. As the distance between receipts and expenses narrowed the market place became an area of utmost concern.

Before discussing some of the ways the Division of Markets has been able to cope with those concerns, it might be best to look first at the structure of the division.

There are three basic parts: commodity services, marketing services and international trade programs.

The Market Division's Commodity Services include eight programs: Apple and Peach, Fruit and Vegetable, Grain and Hay, Livestock, Meat Grading, Poultry and Egg, Processed Foods and Food Distribution. Program personnel offer grading, inspection and certification of agricultural products upon request by marketers. Grading benefits all marketplace participants by impartially identifying the quality of the commodity which then becomes a fair basis for determining the price.

Marketing Services include programs, projects and activities in: market development, market news, product promotion, tobacco and peanut marketing, agribusiness liaison, and agricultural transportation. Employees assigned to these sections seek to improve the demand for, marketability of, marketing efficiency of and prices received for, agricultural products produced in Virginia, by supplying market information to the state industry of agriculture, searching for improved methods of marketing, increasing demand for Virginia's agricultural products. This is accomplished through quality improvement programs, agricultural commodity promotion, development of new markets, working with groups and individuals to find solutions to problems related to transportation and coordination between agribusiness and industrial communities.

The purpose of the International Trade program is to improve the state's overall economy and enhance agricultural opportunities by maintaining, promoting and increasing the sale of Virginia agricultural products in foreign markets. Personnel in the International Trade program establish good working relationships with the private agricultural sector, U.S. foreign Agricultural Service, other federal and state agencies, foreign government officials and buyers from all over the world.

A full review of all of the efforts of these three basic segments of the Division of Markets during the past 10 years would fill many volumes, so just a few of the highlights will be selected, even then there is always the chance that some important activities will not be included.

The basic effort of the Division has been to stimulate sales of commodities in plentiful supply, to minimize problems caused by shortages of farm products used in farm operations, to provide reliable market price information and to guide purchasers in directions that will minimize problems caused by over-and-under supply situations.

The export market has contained all of those factors during the past decade. As our balance of trade swung to the deficit side the only bright spot was agricultural exports, but world conditions have supplied a good number of ups and downs. As it is estimated that about one-third of agricultural production goes into exports, it is easy to see the need for strong and understanding approach to this market. The International Trade Section during the past decade used every means at its disposal to seek out markets. In the late '70s a trade mission headed by Governor Dalton was one of the first attempts to see what potential could be found for Virginia produced commodities on mainland China. Earlier Governor Holton had led a group to Japan and Australia and Commissioner Campbell had visited Peru, Paraguay, Argentina and Brazil.

It is the Commissioner's thinking that our efforts in International Trade should have a "full service concept." This requires the knowledge and know-how to find answers for every possible export tie-up, or to put

other way "you've got to know the territory." During the decade International Trade personnel were instrumental in securing the cooperation of states around the Old Dominion to develop a stronger exporting team. The Southern United States Trade Association made up of southeastern states and the Atlantic International Marketing Association composed of eastern seaboard states were formed with the idea that cooperative effort in some cases might bring larger rewards than acting as individuals. The work of the International Trade office was underscored when it received the coveted President's "E" award for outstanding service.

One of the services offered to grain exporters is the sampling of grain and soybean meal headed for overseas shipment out of the Port of Hampton. Last fiscal year the Grain Bureau handled an overall volume of almost 1 million tons. During the '70s the federal government found the necessity for tightening controls over this program because of mismanagement at many ports. However, the Division of Markets' grain inspection service was found to be operating at a high and efficient level and it resulted in Virginia being one of the first states in the country to receive approval to continue services under a Designation Agreement with the Federal Grain Inspection Service.

Over the years the interest in horses in Virginia has been on the increase and there has been considerable interest expressed in exporting and importing animals. So it was in 1978 that an equine specialist was added to assist Virginia horsemen with international and domestic marketing, promoting the horse industry in general and serve as liaison between the state horse industry and the department.

Domestic markets had their full share of attention during the past decade. In 1971 a new marketing emphasis was developed called "pick-your-own." This was an opportunity to apply the techniques of direct marketing. The consumer would be able to go to the producer and buy farm production first hand. This would open a new market for the farmer and make available, at a better price, items needed by the consumer. It started with apples but soon turned also to peaches, strawberries, vegetables, Christmas trees and even firewood.

In the '70s the Division of Markets spearheaded a new effort to assist producers with the development of a wine industry in Virginia. Since the earliest settlers there has been talk of the ideal climate in Virginia for grape production and the possibility of good wines resulting. But, it wasn't until recent years that a strong effort got underway. As we move into the '80s we have a good number of wine producers in Virginia and more importantly they are beginning to be recognized by wine experts for the development of some fine wines.

Virginia for years has had some of the best farm products in the nation, but many in our own state are unaware of this. A number of projects have been undertaken by various commodity groups to bring this to the consumer's attention, but Product Promotion created a new program with an approach that would be almost on an individual basis. Beginning in central Virginia then expanding to the western part of the state and then to the east, well trained home economists were selected to use displays, television programs and personal appearances to demonstrate the economical and nutritional benefits of Virginia's production.

Certainly prices are of primary importance to both the buyer and the seller. When you are dealing with agricultural markets, you find yourself dealing with an area where many individual farmers have to have the best information available to make the best market evaluation before they sell. Fast, accurate and timely information is supplied by market news on a daily basis. During the past decade they have been searching for new ways of communicating this important information. One successful



One of the first and most successful of the pick-your-own programs was developed for the apple industry.

method has been through the use of the telephone. Special phones are set up for varying markets with taped information available to the caller. This information is updated several times daily as the markets change to keep the caller fully informed. Work was begun in the late seventies to replace the statewide Market News teletype system to replace 100 word per minute machines with new 1200 word per minute equipment for faster and more timely information.

There are many more programs that would not be obvious to the general public, but are extremely important to individual industries. For instance, we started in the late '70s yearly grain grading schools to review with dealers the procedures for sampling and grading grain and the correct operation of inspection equipment. The Division has worked hard to develop programs to strengthen our sheep, cattle and feeder pig sales. At times during the '70s these sales reached record proportions.

Reorganization efforts began in the late '70s that will permit the Division to better determine the cost/effectiveness of its total operation. This will ultimately lead to improved productivity, better communications, more cross utilization of personnel and pronounced leadership that will benefit the entire industry of agriculture and consumers in general.

These are just some of the highlights of the '70s.

What is ahead for the '80s? Our emphasis will continue to be the strengthening of agriculture at the marketplace. We will have a new international trade office in Japan that should open up some possibilities for overseas trade in that part of the world. Electronic market news abilities will disseminate price information faster than ever and right into the farmer's home. Northern Virginia will be included in our efforts to help citizens select Virginia products, but more importantly, realize fully their nutritional value as well as economical preparation. We will continue to work with the Virginia wine industry which should reach nationwide attention during the next decade. But most importantly, we'll carry on the programs that have proven successful in the past; revising, further developing and creating new approaches to meet the needs of the market place and Virginia's farm community.



Pick-your-own vegetables is just one of many programs developed by the Division of Markets to help the farmer and the consumer.

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The 1970s: Increased Activities for PAIR

By Mb Brewster Lally, Information Officer

THE DECADE of the '70s brought increased responsibilities to the Division of Product and Industry Regulation and at the same time offered a spiraling inflation rate making it difficult to maintain day-to-day operations at desirable levels.

The 1970s had a total average inflation increase of 98 percent.* With the cost of nearly everything increasing, there was a natural spillover into daily operations within every section of the Division of Product and Industry Regulation. Every section rallied to continue its performance level in spite of mandatory reductions in budgets, travel/mileage reductions, and temporary "freezing" of vacant positions.

During the decade, many programs in PAIR entered into agreements, contracts and/or memoranda of understanding with various federal agencies. These cooperative programs brought, in many instances, funds used for salaries of necessary and additional inspectors, more travel, and ultimately, the maintenance of expected services with no increased cost to state taxpayers.

Some of these federal-state cooperative programs of major importance directly affected the section operations of Food Inspection; Pesticide and Hazardous Substances; Feed and Animal Remedies; and the Coordinated Inspection Service.

For the Food Inspection section, two cooperative agreements were signed with the U.S. Food and Drug Administration. Taking the form of "Memorandum of Understanding," one agreement involves a work sharing concept in all food establishments where the two agencies have a mutual inspection responsibility. Although these understandings were instituted primarily to eliminate duplication of effort and maximize manpower utilization, one agreement involves contracts to perform inspections by federal guidelines and to generate funds to support six restricted positions over and above those funded by state appropriations. These additional positions in turn increase the ability to assure the citizen-consumers of the state food that is wholesome, truthfully labeled and free of filth and adulteration.

The agreements involving the division's Feed and Animal Remedies section deal with the Tissue Residue Program in cooperation with USDA and FDA contracts for the inspection of medicated feed manufacturers for compliance with the Good Manufacturing Practices Regulations of the Food, Drug and Cosmetic Act.

The major emphasis of the inspection program is to monitor the incorporation of drugs in feed and subsequently prevent illegal drug residues in edible animal tissue. In order to further efforts in this area, official samples of commercial feed are monitored for illegal residues of the drug sulfamethazine because of recent findings of residues in swine tissues.

The U.S. Consumer Product Safety Commission and PAIR's Paint, Pesticide and Hazardous

Substances section developed a "Memorandum of Understanding" to monitor the sale and use of hazardous consumer products within the state. This section also developed a pesticide enforcement program in cooperation with the U.S. Environmental Protection Agency. The program includes pesticide producer establishments inspections, use/misuse investigations, and experimental use permit monitoring.

Pesticide regulation was perhaps one of the major areas of concern and reform during the '70s. The first new direction came as a result of amendments to the Virginia Pesticide Law extending jurisdiction and authority to include handling, use, storage and disposal of pesticides, and pesticide containers.

In addition, a comprehensive program of pesticide application certification was developed and implemented. The program, mandated by federal law and state law, required a demonstration of competence by persons applying or supervising the application of the potentially more hazardous and restricted use pesticide chemicals. Nearly 23,000 private applicators and 4,500 commercial applicators have participated in this program of the '70s.

Performing the actual on-site inspections called for in some of these Federal-PAIR cooperative agreements are the regulatory inspectors of the Coordinated Inspection Service section. However, they also enforce several other commodity laws as well as the Virginia Agricultural Products Dealers Licensing and Bonding Law which was amended three times during the past decade. The amendments and the Rules and Regulations assisted in educating the produce growers and licensed dealers to better understand the requirements of the Act.

During the '70s, personnel from the section also assumed the responsibility of collecting samples of peanuts for certification purposes.

Also involved with peanuts during the past decade were individuals in the Seed and Sod section. Each year, Virginia requires 10.5 million pounds of peanut seed to plant 105,000 acres. Several steps were taken to maintain the quality of seed including establishing a minimum size, minimum germination standard, and conducting trueness-to-variety grow-out test.

Performing these new tests once the peanut seed samples were collected were the analysts of PAIR's Seed Laboratory. Perhaps the most significant happening of the '70s for employees of the Seed Lab was the Southern corn leaf blight of 1970.

This destructive fungus disease of corn was sweeping through the nation's corn crop that season. The Seed Lab initiated and refined a test to determine whether hybrid seed corn had been produced by detasselling or by the Texas male sterile procedure which produced seed susceptible to the disease. Through an extensive sampling and testing effort during the winter of 1970 and spring of 1971, 699 lots of seed corn were sampled and tested in comparison with 82 lots in the previous year.

The concept of all consumers, whether primary or ultimate is the right to expect the label of any commodity, product or service they purchase to accurately represent what it contains. This concept is probably nowhere more important than in the work responsibility of the Weights and Measures section. With the advancing inflation rate of the '70s every consumer scrutinized more closely any item purchased.

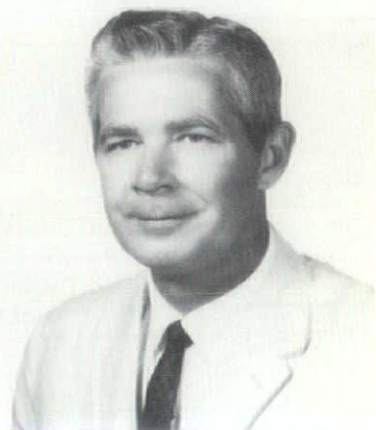
In their checkweighing responsibilities, Weights and Measures inspectors increased their emphasis on follow-up inspections of trouble spots to assure compliance with existing laws and regulations. The objective has been to perform unannounced checkweighing activities at least four times a year in super-

Trends for the '80s

*A Message from
Billy W. Southall, Director
Division of
Product and Industry Regulation*

THE DECADE of the '80's is expected to bring major reform in food labeling both at the federal and state level. Significant changes are likely to include complete ingredient listings on all foods, percentage declaration of certain ingredients of major dietary concern to many consumers, nutritional labeling of more food items, open dating and perhaps others.

The decade is also likely to continue the emphasis on pesticide and other industrial chemical uses in order to better protect the environment.



*Billy W. Southall, Director
Division of
Product and Industry Regulation*

*Based On: Consumer Price Index for Urban Wage Earners and clerical Workers. All Items.

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markets and livestock auction markets with follow-up activities where inspections indicated a need.

During the '70s special attention was given to standard packed commodities. Assignments were made to inspectors by commodity categories, by brand, and by chain store. This method provided assurance that broad coverage would be obtained for a large number of standard packed commodities.

Increased emphasis was placed on checking devices for accuracy and assuring they were of the approved type. The 1970s also brought in an era of electronic weighing and measuring devices. This brought with it new problems of radio and electric interference that caused the devices to give incorrect readings when not properly installed. Also during the '70s higher fuel prices created many problems in pricing motor fuel at the gasoline pumps when the price per gallon reached one dollar and above bringing to the scene half-gallon pricing and metric measurement.

Working even more closely with the motor fuel shortages and higher prices area were the Fertilizer, Motor Fuels and Liming Materials section personnel. The '70s brought an oil embargo and nationwide allocation program. Then inflation made its presence known and the price of crude oil and subsequently gasoline sky-rocketed to the point where everyone was more concerned with what exactly was being pumped into their tanks.

An offshoot of these two factors is the nation's attempt to reduce dependence on foreign oil. As early as 1972, Nebraska began promoting the use of "gasohol" (a 10% ethyl alcohol and 90% gasoline blend) to increase motor fuel supplies. Virginia registered the first brand of gasohol in January of 1979 and currently has eleven companies marketing an estimated 10,000 gallons monthly.

Governor Dalton designated the Virginia Department of Agriculture and Consumer Services to assume the lead role for the development of industrial alcohol in the state; and this will be a major program of the 1980s as demands for alternative fuel sources increase.

Another section in PAIR whose work in the 1970s will take on even more importance in the new decade is the Plant Pest Control section. The '70s saw the arrival of one of the most potentially destructive defoliators of hardwoods in Virginia — the Gypsy Moth. The manner in which isolated infestations were eliminated points to the second major program concern in the '70s, the implementation of an integrated pest management program.

Integrated Pest Management (IPM) has been defined as a pest management system, that, in the context of the associated environment and the population dynamics of the pest species, utilizes all suitable techniques and methods in as compatible a manner as possible and maintains pest populations at levels below those causing economic injury. The overall objective of IPM is to maximize control in terms of the overall economic, social and environmental needs of mankind.

IPM was a catalyst for several other programs that became operational in the '70s to supplement ongoing biological control programs. The future of the Plant Pest Control programs in the 1980s appears to spotlight the gypsy moth and biological programs within the section, state and nation.

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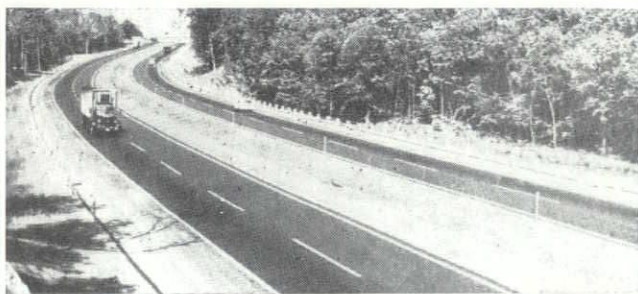
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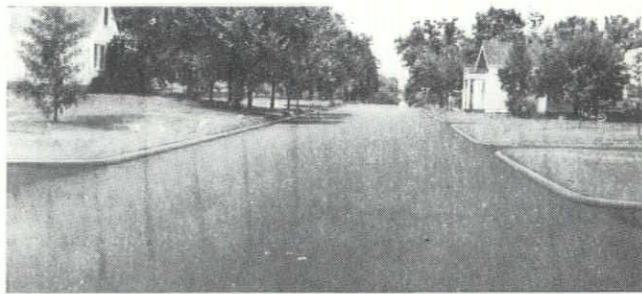
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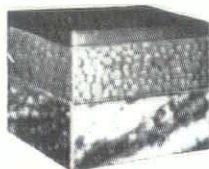
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What's to become of the family car?

The Status of Virginia's Highway Program

By Albert W. Coates, Special Assistant to the Commissioner

WHAT'S the future of the family car in an energy-conscious, inflation-stricken economy?

That may well be the most complex of the questions underlying discussions taking place in Virginia this year about financing road and bridge improvements. Its answer will affect nearly every household in the state.

One thing seems clear: It isn't likely to be "travel as usual" when it comes to the car, but no realistic alternative is in sight for most people's everyday travel needs, either.

Soaring gasoline prices already have had an effect, albeit a marginal one. More citizens are trying to make one shopping trip do the job of two or three. They are thinking twice before embarking on a long vacation trip by auto. And carpools and buses have become more popular for commuters' work trips.

In the early months of 1980, all this added up to a decline of about one percent in auto travel by Virginians, compared with the corresponding months of 1979. Travel by out-of-state passenger cars was down about six percent, and that by commercial trucks and buses had decreased approximately four percent.

This trend became somewhat more impressive when balanced against the fact that ordinarily highway travel has increased at a rate of about six percent annually. Still, the evidence

thus far doesn't point to a massive dropoff in use of autos for basic travel needs by most citizens.

Will that change when gasoline prices reach \$2 or \$2.50 a gallon? It's difficult to say.

J. P. Mills, Jr., traffic and safety engineer for the Virginia Department of Highways and Transportation, has been counting traffic on the state's main roads since the mid-1940s. He's seen the number of motor vehicles owned by Virginia residents climb from about 600,000 to more than 4,000,000.

"Frankly, I don't think the role of the automobile is going to change very much, at least not in the foreseeable future, except that there will be less long-distance driving and more bus-riding and carpooling to work," Mills says.

Harold C. King, the department's commissioner, also sees a continued role for the auto, despite the agency's intensifying efforts to help localities improve public transit.

"There's a problem...in the way urban areas have developed over the past three and a half decades, with the sprawling suburbs. It's exceedingly difficult and financially out of the question to provide everyone with transit service from their front door. And we have to accept the pattern of urban development that's already occurred. Maybe we can redirect future growth to

minimize additional sprawl. But what's there is there," King said in a recent speech.

Thus, he said, the automobile will "continue to have a basic role in the way we get about within the urban setting."

Carrying the discussion a point further, he added: "While the number of entirely new highways constructed to accommodate the automobile will be severely limited, we have a whale of a problem on our hands just to maintain and improve the existing system."

It was this need for improvement of the existing road system that led the State Highway and Transportation Commission and Governor John N. Dalton to recommend that the 1980 General Assembly provide additional highway funds. The Legislature responded by increasing the state's motor fuel tax 2¢ a gallon, effective July 1, that means the tax will go from 9¢ to 11¢ a gallon, except for truckers, whose tax will increase from 11¢ to 13¢.

For the motorist who drives approximately 10,000 miles a year and whose car delivers 15 miles per gallon of fuel, the two pennies will amount to about \$13 in the course of 12 months.

For the state's hard-pressed road budget, those pennies will produce an estimated \$57.6 million in the 1980-81 fiscal year. That's about one-half the amount of additional funds request-



Decisions regarding the funding for highway programs were considered by the Virginia house of Delegates shown in session at the State Capital in Richmond.



Commissioner Harold C. King discussed FHWA funding for construction projects at an April 1980 press conference.

by the commission and the governor. While it will expedite a number of projects that otherwise would have been deferred indefinitely, it will leave many others still on the drawing boards, with little prospect of financing in the immediate future.

Within weeks after the Legislature adjourned, President Carter announced a major reduction in federal spending for road improvements, as part of his anti-inflation efforts. That, too, will cause deferral of many projects which otherwise would have been undertaken.

Considering the painful fact that retail gasoline prices have more than doubled in the past year and continue to rise almost monthly, some observers were surprised that the gas tax issue kicked off such a ruckus in the General Assembly.

But the present climate makes it difficult for anyone to think of raising—or paying—more taxes. And the gasoline supply and pricing situation has become a sensitive emotional issue for many citizens, and understandably so. Further, some critics said the Highway and Transportation Department hadn't proved the case for additional revenue, and others wanted more assurance that the state's present spending for roads was totally efficient.

Behind it all, three factors led to the need for the additional funds.

There is, first, the Commonwealth's obligation to protect its existing multi-billion-dollar, 52,000-mile road system, the nation's third largest system. In fact, the General Assembly in 1977 directed the Highway and Transportation Commission to give first priority to maintenance expenses in budgeting funds.

Because of inflation, it's costing more to fill the potholes, resurface worn pavements, repair bridges, plow snow, and keep drainage ditches

and culverts cleared. And, each year, the road system grows older and is expanded somewhat with completion of new facilities.

Last year, maintenance costs amounted to \$180.4 million, including nearly \$30 million paid to cities to help them take care of local streets. This year, total maintenance expenses will climb to \$215.6 million. They are expected to exceed \$243 million next year and to reach \$268 million in the 1981-82 fiscal year.

Every additional dollar that goes for maintenance is one dollar less available for construction projects. And the inflationary trend that has helped push maintenance costs up has hit construction even more severely.

Everyone has felt inflation's devastating impact, from the child trying to manage his weekly allowance, to the young couple dreaming of buying a house, to the retired couple attempting to make ends meet.

The Highway and Transportation Department keeps track of inflation in construction through a composite index which takes into account bid

prices on 12 common elements of road-building work, such as concrete, asphalt, steel, and stone. That index has shown an average annual increase of 12½ percent since 1972 and of about 18½ percent since 1975.

For highway administrators besieged almost daily by requests from citizens, local governments, and others for road and bridge improvements, it became steadily more apparent last year that the dollars weren't stretching far enough. By late in the year, revenue shortfalls began compounding the problem of inflation and higher maintenance costs.

The General Assembly appropriated \$447.1 million in anticipated state highway user tax revenue for the road program in the 1979-80 fiscal year. But actual income was not living up to that level; it probably will be about \$45 million short for the fiscal year.

The slight decline in travel and the growing public preference for smaller, more fuel-efficient cars resulted in less revenue than expected from the gasoline tax. A decline in auto sales resulted in a shortfall in revenue from the vehicle sales tax and licensing fees.

In December, Commissioner King discussed the mounting problems in a letter to Governor Dalton and members of the General Assembly.

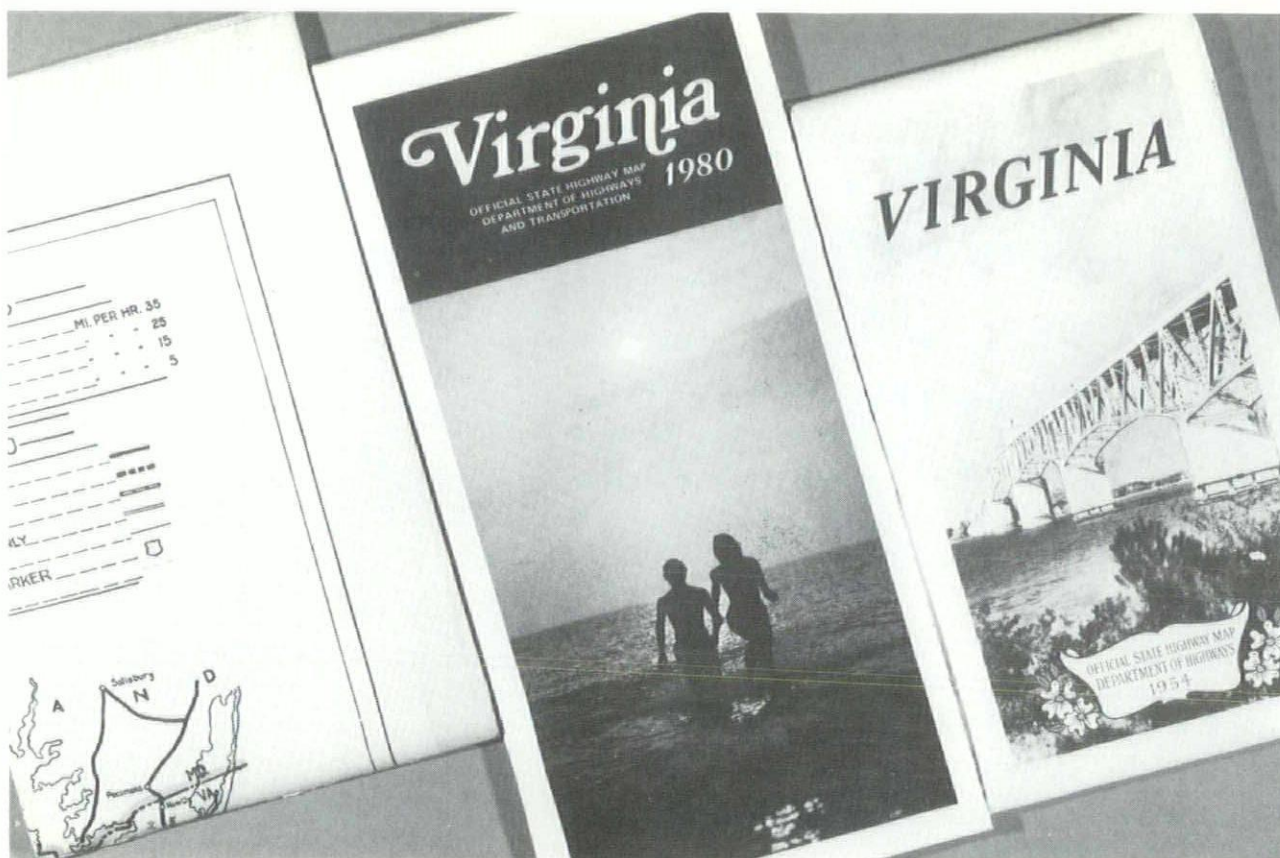
"I am writing on behalf of the Highway and Transportation Commission to express its alarm about the increasingly critical highway revenue situation, and to ask that this problem be placed before the 1980 session of the General Assembly as a matter of high priority," he wrote.

King said the road improvement program was jeopardized, that the construction program already had been curtailed, and that the state soon may be unable to match federal funds.

(Continued on page 34)

BACKGROUND OF VIRGINIA GASOLINE TAX

Levied at 3¢ per gallon — 1923
Increased to 4½¢ — 1926
Increased to 5¢ — 1928
Increased to 6¢ — 1946
Increased to 7¢ — 1960
Increased to 9¢ — 1972
Increased to 11¢ — 1980



The size, shape, and style of the Virginia State Highway map have undergone many changes through the years as these maps from 1926, 1980 and 1954 illustrate.

Take a GOOD Look at Your State Highway Map

By

Donna Purcell Mayes, Editorial Assistant
Virginia Department of Highways and Transportation



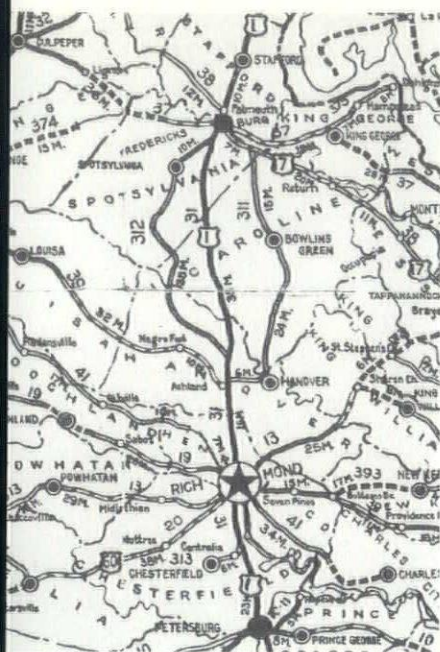
Creating an interesting and informative highway map requires a combination of technical and graphic skills. Paul D. Kersey, Jr., cartographic draftsman (left), is responsible for maintaining an accurate and up-to-date highway system map. Ada Jean Bush, graphic illustrator (center), creates the colorful promotion side of the map. William J. Clayton acting drafting and mapping supervisor (right), oversees the operation.

WANT TO know the location of the nearest 24-hour emergency service hospital? Look at your state highway map. Want to know the names and addresses of the state's three Bicentennial Centers? Look at your state highway map. Want to know which state parks have hiking and swimming facilities? What about the Indian reservations, wayside locations, mileage between here and there, and the State Police headquarters phone numbers? If you don't have the 1980 Official Virginia State Highway map you don't have this information at your fingertips.

In 1922, when the map was first developed by the then-Virginia Department of Highways, it was printed in basic four-color style on a white 23" by 48" sheet. The map side carried a simple legend and indicated the new highway system. The reverse side listed the state's primary routes, with descriptions of the towns and cities they passed through.

Today, the state map is a colorful and informative traveling guide. The longest of its kind in the country, 18½" by 52", the map folds easily and includes detailed insets of heavily urbanized areas, shows portions of bordering states and many of their major highways, and provides a wealth of touring information. About the

Highway construction progress can be traced along the US 1 corridor between Fredericksburg and Petersburg by looking at the 1926, 1954 and 1980 maps.



ly things that have remained the same between the 1922 and 1980 maps are the outline of the state and the free distribution.

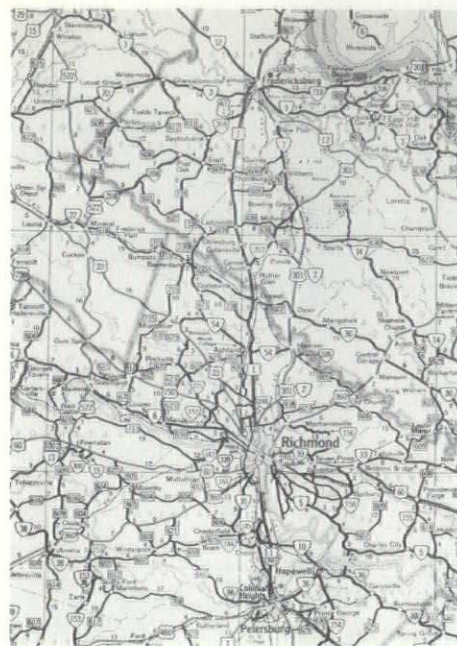
The 1922 map was simple, yet functional in sign and information. In 1928, the map included insets of cities and was redesigned to provide a title panel. It also was the first map on which promotional material, such as sketches of historic homes and sites, was used.

During the 1930s, the map was published monthly to keep travelers aware of the many new construction and detour areas. During World War II, however, highway construction came almost to a standstill, so a two-year map was published for 1941-42, and there was no new map at all for 1943. In 1944, the map's folded size was changed from a booklet-style double-fold to a long, narrow triple-fold.

The first full-color cover came in 1951 and from then through the 1960s, the map remained basically the same. Lists of recreational areas and parks were first featured in the early 1970s, and a major design change was made on the 1975 Bicentennial map.

The map is the longest of its kind in the country, partly because of the shape of the state. The larger paper also is more efficient as there is little waste in the printing, and it provides a better design layout area. The map was changed from the triple-fold to a simple accordeon pleat folded in half, making it easier to handle. An enlarged inset of the Richmond Capitol area also was added in 1975.

The cartographic section of the department's traffic and safety division is responsible for the map's content and design. The section, headed



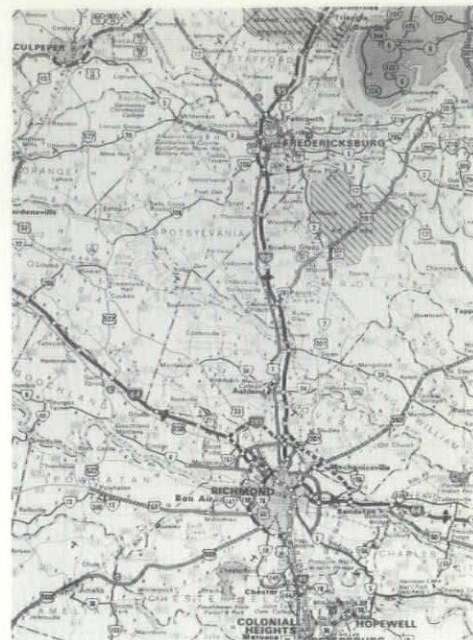
by William J. Clayton, receives requests for additions, deletions, and changes from citizens all over the state. Recent requests have included changing the spelling of Gwynn's Island and adding a marker for a mountain peak in Floyd County. The department's district and resident engineers are requested to notify the section of any changes in their areas which would affect the map, as are certain state agencies and the neighboring states.

The requests are then considered by an inter-agency map committee, headed by J. P. Mills, Jr., traffic and safety engineer. Any changes in the map's information, design, size, and layout also must go through the committee, whose members are the department's directors of administration and engineering, the special assistant to the commissioner, the executive director of the Historic Landmarks Commission, and the commissioner of the Virginia State Travel Service.

Markers denoting 24-hour emergency service hospitals, commuter parking lots, and Northern Virginia's Metro subway stations have been added to the map in the last three years. The inclusion of airport and railroad markers have changed the original "highway" map into a "transportation" map.

Naturally, the highway system is a very important part of the map, but each year the promotional side has increased its amount of tourist information. The many full-color pictures and their descriptions, as well as a second map detailing recreational, historical, and cultural points of interest have been responsible for making the map a favorite among tourists.

During 1976-78, a time when gasoline was fairly plentiful and less expensive and people



were traveling more, more than two million maps were distributed each year. The last two years, however, have seen a decline in traveling and in map requests as well.

Of the 1.6 million maps ordered for use this year, the Virginia State Travel Service will use approximately one million, distributed through their information centers in the state, Washington, D. C., and New York City. Requests for the maps come from every state and several foreign countries.

A total of 40,000 maps is specially printed for the Historic Garden Week tours during the spring, and 750 are printed with a grid overlay for search and rescue use by the Civil Air Patrol.

The remaining maps are distributed by the Department through its central office, district and residency offices, and the travelers' rest areas. Although the maps are free to the public, last year they cost the department approximately nine cents each.

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Ferry Services in Virginia

By

Eddie Reid, Public Information Assistant
Virginia Department of Highways and Transportation



Capt. J. R. Ward on the bridge of the "Surry" as it made its maiden voyage on the Jamestown-Scotland ferry service across the James River. The \$3.5 million vessel recently joined the fleet in Virginia's only deep water ferry service.

A MAJOR EVENT in the 55-year-old history of the Jamestown-Scotland ferry system occurred in mid-January when a new, \$3.5 million vessel joined the fleet of four, second-hand, older boats that serve commuters between Surry County on the south side of the James River and the Williamsburg-James City County area on the north side.

The new ferry, the "Surry," was purchased to provide improved service and to augment the current fleet. In addition, it will help make available reserve boats for use in emergencies, such as the closing of a major bridge. The 50-car ferry was ordered by the Virginia Department of Highways and Transportation from the Wiley Manufacturing Company of Port Deposit, Maryland.

In recent years, local commuters and visitors to the Jamestown area had complained of inadequate service by the ancient fleet of boats that had been purchased as other ferry operations were replaced by tunnels or bridges. A study authorized by the department indicated that building a new bridge or tunnel or relocating the ferry was not economically feasible.

The new, 200-foot-long, 64-foot-wide craft, specially designed for the department since ferry boats are no longer stock items, has a displacement of 180 tons empty and 825 tons when loaded. It is 15.5 feet deep below the deck and has a speed of 12 to 14 knots. It is powered by a 12-cylinder General Motors diesel engine. Propellers on each end are driven by the 450 horsepower engine.

The ferry's deck is uncovered and the pilot house tower is amidships. There is seating available between the dual pilot control rooms for pedestrian passengers.

The new ferry joins the "Ocean City," which carries 45 vehicles, the "Jamestown," 40 vehicles, "Virginia," 28 vehicles, and "York," which carries 20 vehicles.



The deck and pilothouse of the new vessel, "Surry," recently added to the Jamestown-Scotland ferry service in Virginia. Built at a cost of \$3.5 million, the craft operates across the James River between Glass House Point in James City County and Scotland Wharf in Surry County. The passageway leads to the pedestrian passenger seating area.

Ferry service was started in February 1925, when the "Captain John Smith" crossed the river in the same general area where the ferries now operate. The ferries were operated by private owners until 1945, when they were purchased by the state.

The cost of riding the ferry is 80 cents one way for a car and \$1 for multi-axle trucks. Pedestrians and bikers are charged 20 cents for one-way trips.

In earlier times, ferries were common transportation facilities in Virginia. In 1748, the General Assembly listed 41 ferries on just the James River and its tributaries.

The ferry between Glass House Point in James City County and Scotland Wharf in Surry County is the last deep water ferry in the state. It provides one of the slower, but essential, links in the highway system.

While the Jamestown-Scotland ferry is the only deep water, regularly scheduled, toll service, the department does run three cable ferries used free of charge and on an "as needed" basis.

Sunnybank Ferry carries Secondary Route 644 traffic across the Little Wicomico River in Northumberland County. Merry Point Ferry is located at Secondary Route 604 on the Corrotoman River in Lancaster County, and Hatton Ferry carries Secondary Route 625 traffic across the James River between Albemarle and Buckingham Counties.

All three services use small scows with a two or three vehicle capacity. Hatton Ferry operates on a cable and is driven by the river currents. Small power boats propel the other two.

Hatton Ferry reportedly began operations in the 1840s, while Merry Point Ferry may date back to 1812 or earlier. One report had Merry Point Ferry starting as early as 1700. It may be that such a service operated for a time, was suspended, and resumed in the 19th century.

A ferry operated by the State of Maryland also serves Virginia. White's Ferry, a toll service, operates across the Potomac River, connecting Maryland Route 107 with Virginia Secondary Route 655 in Loudoun County.



The rebuilt Meems Bottom Bridge in Shenandoah County was dedicated and opened to traffic in late 1979. Virtually destroyed in an arsonist's fire in 1976, it was rebuilt because of its historic and architectural heritage and is one of two covered bridges still in use in Virginia.

Covered Bridges — A Link to the Past

By

Joseph L. Presbrey Jr., Public Information Officer
Virginia Department of Highways and Transportation

THOSE picturesque relics of the past—covered bridges—were once a common sight as they spanned many creeks and rivers on the Virginia landscape.

First constructed in a period around 1825, literally hundreds were seen in the Old Dominion before their usefulness declined with the advent of motor vehicles and improved techniques in bridge design and construction. Even as late as 1936, a survey showed some 50 of the structures still in use in the state.

Today, there are only seven such bridges left in Virginia and only two of those serve regular traffic needs. And, would you believe, one of those is new!

As recently as this past September, the Virginia Department of Highways and Transportation recognized these treasures of the past when it dedicated and opened to traffic a covered bridge—the rebuilt Meems Bottom Bridge in Shenandoah County.

Located on Secondary Route 720 south of Mount Jackson, the bridge spans the North Fork of the Shenandoah River, almost in sight of the high-speed, modern Interstate 81. The victim of an arsonist's torch on Halloween 1976, the bridge was almost completely destroyed. At the time of the fire, it was one of only two covered bridges still in use in the state.

The question of whether to rebuild the destroyed structure or construct a modern bridge in its place was considered carefully. Construction

estimates placed about the same cost on either alternative, \$250,000.

The Shenandoah County Board of Supervisors and many other state agencies and citizens, including a number from outside Virginia, urged the department to rebuild the ancient structure. John E. Harwood, commissioner of the department at the time, agreed that a new bridge would have been as costly, and that the bridge should be rebuilt because of its importance to the state's architectural and historical heritage and its value as a tourist attraction.

Salvaging what they could from the old structure, the Chantilly Construction Company of Chantilly, Virginia, employed by the department, rebuilt the bridge, combining modern and vintage techniques.

A major factor in deciding to rebuild the 204-foot-long span was the fact that the bridge was a unique example of engineering, using the Burr design, a combination of vertical and diagonal supports patented in 1817 by Aaron Burr's brother.

The bridge took its name from the river site, known locally as Meems Bottom, which was named for a family that owned Strathmore, an estate west of the river. Lumber for the original construction was cut from the estate's pine forests and the stone for the abutments was quarried nearby. The owner of the estate at the time was General G. S. Meems, a Civil War officer who rode with General Thomas J. "Stone-

wall" Jackson, the legendary Confederate Army leader.

The other covered bridge still in use, the Burr White Bridge, spans the Smith River in Patrick County near Virginia Route 8 south of Woolwine. Built in the early 20th century, this Burr truss bridge is 80 feet long. It serves mainly as a connection from VA 8 for persons attending services at a church on the south side of the river.

The rest of the state's reminders of the past are maintained for their historical value and as area attractions for visitors.

Another bridge in Patrick County, known locally as Jack's Creek Bridge, crosses the Smith River on what was formally a portion of Secondary Route 615. It is located west of VA 8 and about two miles south of Woolwine. The 48-foot-long bridge was replaced by a modern structure when the road was realigned and now visible from VA 8.

The second oldest covered bridge still standing in Virginia is the Marysville Bridge over Seeca Creek in Campbell County. The 62-foot bridge was built in 1878 after a flood had destroyed almost every bridge in the county.

Local officials requested in 1952 that the bridge be retained when it was replaced by a modern structure. Today, it is the main attraction at a small wayside near U. S. 501 and maintained by the county.

Like Patrick County, Giles County also has a pair of the seven remaining covered bridges.



Humpback Bridge is maintained as part of a five-acre wayside on US Route 60 about three miles west of Covington. Built in 1835, the bridge was a part of the Kanawha Turnpike in Alleghany County.

Near U. S. Route 460 in Giles County, two modified Howe trusses, built about 1916, spaninking Creek. A 70-foot bridge beside Secondary Route 601 north of Newport was left in place when a new bridge was built in 1963.

The other span, 55 feet long, stands beside Mountain Lake Road (Secondary Route 700) immediately north of US 460. When a new bridge was constructed in 1949, the little covered bridge was left in place for a private property owner. It is preserved now with a coat of barn-d paint.

The "granddaddy" of the state's remaining

covered bridges is East Humpback Bridge. Since 1954, it has been maintained as a part of a five-acre highway wayside three miles west of Covington on U. S. Route 60.

The graceful, arched 100-foot-long span was erected in 1853 just west of Covington as part of the Kanawha Turnpike in Alleghany County. One of three humpback bridges said to have been built within a mile, it received its name because of its location and a rise of eight feet from the ends to the center.

The bridge was replaced and abandoned in 1929. It stood as a derelict for almost 25 years

before the Covington Business and Professional Women's Club spearheaded a fund drive to help restore the old structure as a vital part of the county's history.

The once common covered bridge was for many years a vital part of Virginia's highway system. Today it is preserved as a reminder of other days. This link with the past was brought into focus at the dedication of the rebuilt Meems Bottom Bridge, when a wagon owned by a local farmer and drawn by a pair of Clydesdale horses was the first vehicle across.

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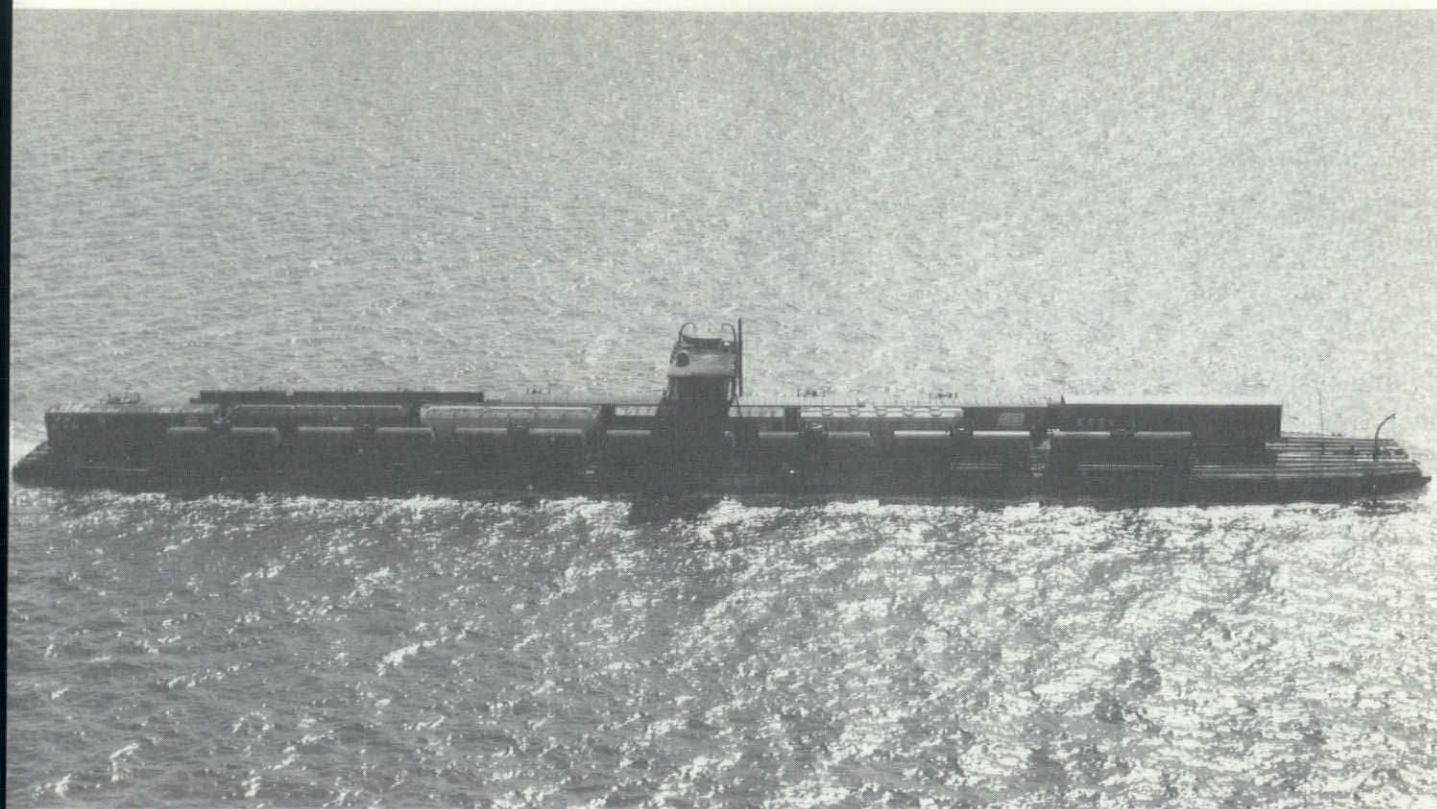
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Large barges carry railroad freight cars across the Chesapeake Bay from Cape Charles to Little Creek, near Norfolk, in the carfloat operation of the 96-mile-long Eastern Shore rail line. Continuation of the line is a goal of the State Rail Plan developed by the Virginia Department of Highways and Transportation.

Assessing the Importance of Rail Transportation In the Commonwealth

VIRGINIA'S economic interest in preserving rail transportation within the state is expected to lead to purchase of the Eastern Shore rail line by the Accomack-Norfolk Transportation Commission by mid-1980.

Governor John N. Dalton recently announced the signing of an agreement between the Transportation Commission and the Penn Central Corporation which will result in the buying of the freight line's tracks, real estate, rolling stock and carfloat.

Providing the state-created commission satisfies certain requirements, including the securing of grants, loans, and loan guarantees from federal agencies and others, the 96-mile-long former Penn Central properties are expected to be purchased for \$8.6 million in June.

The rail line in Accomack and Northampton counties, which includes the carfloat ferrying operation across the Chesapeake Bay between Cape Charles and Little Creek, runs from Pocomoke City, Maryland, where it joins the ConRail system, to rail facilities in Norfolk.

Since the mid-1970s, the Commonwealth has become more involved in rail transportation.

Because of the growth of motor vehicle travel, highway improvements, air travel, and a once-plentiful oil supply, railroads have been declining since the early 1900s, and by mid-century it was necessary for the federal government to begin subsidizing rail passenger service and, more recently, some freight service.

When the defunct Penn Central Railroad aban-

doned rail operations on the Eastern Shore, the economic and social interests of Virginia were in jeopardy and it was necessary for the state to become actively involved in rail planning. The assignment was given to the state's Secretary of Transportation who, in turn, asked the Department of Highways and Transportation to develop a State Rail Plan which was a prerequisite to obtaining federal funds to help retain rail service.

The department's transportation coordination division, now the rail transportation division, developed the first Rail Plan in 1975 and since has been updating the plan annually.

Although the division's first attempt at developing a State Rail Plan was confined largely to a detailed analysis of the Eastern Shore railroad situation and gathering data on the other rail lines serving Virginia, the 1979 update of the plan reflects the broadened scope of activities in rail matters, explained R. G. Corder, rail division administrator.

A set of provisional planning goals and strategies designed for achieving those goals has been outlined in the Rail Plan to guide the future development of the rail program in the state. These goals and strategies have been developed with the participation of a State Rail Advisory Committee comprised of representatives of railroad companies, state planning districts, state governmental agencies, major business firms, and others.

The division is now assessing the importance

of rail transportation to Virginia's economy, and this analysis will provide a statewide perspective of the economic value of rail transportation. Also, it will serve to alert the state to the potential effect that changes in rail services might produce on various economic sectors, such as mining, agriculture, and forestry.

A procedure has been developed by the department for reviewing rail lines which are likely candidates for abandonment. These lines are discussed with officials of the affected areas, as well as the railroad companies and other interested state and local agencies. Solutions looking to continuation of local rail service are sought wherever warranted.

Proposed rail mergers, consolidations, and acquisitions also are reviewed by the division, as well as the issue of rail passenger service.

In addition, there are many emerging issues associated with rail competitiveness, financial assistance, and regulatory reform in which the division is involved, said Corder.

Rail-related transportation policy issues which may be of concern to the state's Secretary of Transportation and the State Highway and Transportation Commission are analyzed by the division.

During the past year, public information meetings were conducted around the state to discuss several rail freight lines which face possible abandonment and the economic and transportation effects such abandonment would have on communities served by the lines.

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Status of Virginia's Highway Program

(from page 25)

"It is reasonable to ask whether this would not be an acceptable circumstance, since reduced use of fuel is resulting in reduced traffic volumes at present," he wrote. And he suggested an answer.

"Perhaps that would be a valid conclusion if the state's highways all were adequate to serve present-day needs. But they aren't. In nearly every county and city, inadequate road streets, and bridges pose safety hazards to motorists, induce traffic congestion, and, indeed, contribute to unnecessary waste of fuel.

Even with the gasoline situation and improved transit, he said, "highways and streets will remain the foundation of Virginia's transportation system for many years." Moreover, he added, "the effectiveness of local bus systems depends in large measure upon modern traffic arteries on which transit vehicles may move reasonably free of congestion."

Considering it impractical to attempt to meet all road needs in the immediate future, the Commission decided, instead, to recommend what it regarded as a minimal improvement plan that would cost about \$120 million a year in additional funds. The Commission also proposed that the state government shoulder a larger share of the costs of building the Metro commuter rail and subway system in Northern Virginia.

Members suggested six alternate ways in which the additional funds could be produced. Included were an increase in the nine cent per gallon gasoline tax; an increase in the extra ten cents per gallon "road tax" paid by truckers for fuel purchases; an increase in the state's two percent motor vehicle sales tax, and three ways in which a percentage tax might be applied to motor fuel sales.

The governor, who spent hours reviewing the problem with highway officials, agreed the revenue situation was critical. "This is a matter that needs your immediate attention," he said in his opening address to the 1980 legislative session.

Of the alternatives suggested by the Highway and Transportation Commission, he preferred the four percent sales tax on the wholesale price of fuel. But he said he was ready to work with legislators in finding another way to raise the funds.

In the Legislature, there was little enthusiasm for the fuel sales tax, although it could have provided a valuable hedge against inflation. That the state's income would have risen as fuel prices rose. Some observers said it was too new a concept, and unfamiliarity bred reluctance. Several legislators thought rapidly rising fuel prices might yield more money than the state could use effectively. That concern could have been met by writing a ceiling into the law, or requiring annual legislative review of the tax rate. But the sales tax idea drew scant support.

In its place, the governor recommended a four cent per gallon increase in the nine cent tax, retaining the concept first adopted in Virginia nearly 60 years ago of collecting a cents-per-gallon tax on motor fuel. In the end, the Legislature passed a 2¢ increase for the road program and enacted a regional sales tax on fuel for the Northern Virginia area for the Metro system.

The statewide increase will provide much-needed funds for the primary, secondary, and urban road systems. It won't provide the long-term relief offered by the governor's original proposal, and some motorists will have to wait still longer for road and bridge improvements.

The Assembly also directed its Joint Legislative Audit and Review Commission to study the department of Highways and Transportation and the state's transportation needs, in cooperation with a joint committee composed of members of the Senate and the House of Delegates.

That study began shortly after the session ended, and Commissioner King said the department "will assist and cooperate in every way possible to make it comprehensive and meaningful."

He pledged also that a management consulting firm employed by the department last year to study its organizational structure and management system would be available to assist in any way desired.

The question of how best to pay for improvement and maintenance of Virginia's roads certainly will be discussed further. And when it is, that underlying question of how the family car fits into the state's transportation future can't be ignored.

While its role surely will change, and while its size certainly will be smaller, the auto is likely to continue as the basic means of transportation for most trips made by most citizens. And, lacking persuasive evidence to the contrary, the state's transportation policies will have to reflect that prospect.

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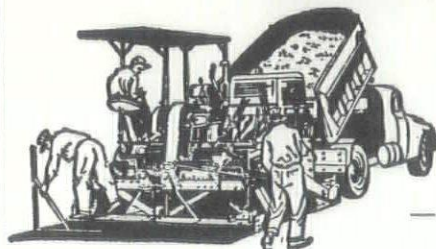
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Animal Health and Daires . . . (From page 17)

the change was adopted by the Board of Agriculture and Consumer Services on July 21, 1977.

As the dairy industry continues to grow in the next decade, the Dairy Services Bureau of VDACS will continue to provide the regulatory services that ensure a safe wholesome, nutritious and properly labeled product to the retail marketplace.

MEAT AND POULTRY INSPECTION— MAINTAINING ITS "EQUAL TO" STATUS

The Meat and Poultry Inspection (MPI) Section of AH&D has the responsibility of enforcing the Virginia Meat and Poultry Products Inspection Act. This Act assures the consumer of wholesome, unadulterated, and truthfully labeled meat and poultry products.

In 1970, this act was written to conform with federal specifications and was reenacted into law by the General Assembly. The following year, USDA certified Virginia's meat inspection service as being "equal to" the federal standards of meat inspection. This was a significant

event of the decade and continues to be a program of major significance into the '80s.

During the past decade, as inflation became a costly factor in the administration of meat inspection, many states gave up their program and let the federal government take over in the area of meat inspection. The Meat and Poultry Inspection Section of VDACS continued to administer the state's meat inspection program and has retained its "equal to" status even in inflationary times, for the past decade. Maintaining this "equal to" status has consumed many man-hours and Virginians can be proud that MPI met the challenge to ensure quality meat products to consumers.

Training was a key word to the overall philosophy of MPI during the '70s. An accelerated training program was initiated for supervisor personnel in the areas of meat inspection and post-mortem inspection with respect to related pathological conditions. This action resulted in a more decisive meat and poultry inspection program during the decade.

Also, during the '70s, the Meat and Poultry Inspection Section assisted the Animal Health Section in disease control by collecting approximately 25,000 blood samples per year from cattle and swine at slaughter. By making a monthly report on the pathological conditions encountered at slaughter to the Animal Health Section, problem areas could be immediately identified.

THE LABORATORY— TECHNOLOGY OF THE '70s APPLIED TO THE '80s

During the decade, the Laboratory Section continued to provide diagnostic services to Virginia's livestock and poultry producers. However, during the latter part of the decade, there was a growing demand among veterinary practitioners for laboratory help in defining ailments affecting small or companion animals. Assistance was also given to zoological parks and aviaries as Division Laboratory expertise was instrumental in the diagnosis of an outbreak of particular disease in Virginia's Whitetail deer.

Laboratory Section activities of the decade included: bacteriological, viral and histopathological examination of tissues; parasitology, serology and hematology. Regulatory laboratory work constituted a large portion of the laboratory activities, as, for example, the routine testing of raw milk and frozen dairy products. Also, a new program was established incorporating additional testing capabilities to meet requirements for the export of animals.

The Laboratory Section grew in the '70s to its current status of the Central Laboratory in Richmond and five regional laboratories throughout the state. During May of 1979, construction began on a new department laboratory in Harrisonburg and on a new laboratory office building at Ivor. These facilities will fill a need for more adequate diagnostic and disease-control services to the livestock and poultry industries in the Shenandoah Valley area and to the swine industry, meat packing plants and other agricultural interests of southside Virginia.

With increased methodology and advanced technology in laboratory services, we can expect great things for the '80s in defining the problems of Virginia's livestock.

The Division of Animal Health and Dairies has moved into a new decade and with this new decade may come new problems. But the expertise and determination gained in the '70s will surely prove to be stepping stones into the '80s.

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Lee draws 15 well-written inches by Louis H. anarin of the Virginia State Library, but of course Lee's name recurs frequently in the running account of the battles. Another gifted Virginia general, George Henry Thomas of Southampton County, receives 10 inches, more than is customarily allotted. Unlike Lee, Thomas remained faithful to the United States and, as his entry notes, is now regarded by most authorities as one of the best commanders in the Civil War: "Few persons contributed more than he to the defeat of the Confederacy."

In his own day Thomas was ostracized in Southampton. It's time now that his significant place in the nation's history be recognized — saluted, if you will — by a plaque, perhaps in the hall of the county courthouse.

To make room in the book for lesser known persons such as Thomas, articles about familiar figures tend to be brief and interpretative. Jefferson, for instance, draws only 12 inches.

The accent on brevity produces some eloquent summaries. Harry H. Edwards' 10-inch synopsis of Louisiana's Kingfish, Huey P. Long, concludes: "Long was a man who sought power in order to do good and eventually came to equate power with good." That could serve as an epitaph for many kingfish in political waters.

Critters as well as people come under the book's gaze. In my childhood the blackest hearted villain in the South was the boll weevil. Here, in eight inches, is a cameo of that infamous bug, first identified in 1894 in Brownsville, Texas, from whence it moved eastward at the rate of 40 to 160 miles annually, reaching the Atlantic Coast in about 20 years.

The heroic, oft-repeated claim in the South was that the boll weevil was actually beneficial, forcing diversification of crops. One Alabama town erected a monument to the boll weevil. But that positive outlook is at best only partly true, as the entry notes.

The boll weevil is still agriculture's most costly pest. Approximately a third of all insecticides applied in the United States is used in an

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attempt to control the boll weevil. Currently a move is afoot to employ new techniques to wipe it out of existence in this country. It will endure, is my bet; but go ahead and try. It's a good cause.

The seven-inch dissertation on the mint julep, just about as high as a silver goblet containing that delicious beverage, contains sufficient detail to settle any argument on how to prepare the "highly individualized mixture of whiskey, ice, mint leaves, and sugar," whether, for instance, to use the "finest available bourbon," or as Marylanders prefer, rye; whether to top it off with a dollop of rum; whether, as Henry Clay argued, the mint leaves should be slightly bruised, or, as some insist, "crushed or pummeled" to ensure the mintyness of the finished elixir. One thing is sure, even a teetotaler will grow thirsty reading about it.

The encyclopedia offers many a historical tidbit to dispense over a mint julep. I had not known that the wrathful Blackbeard the Pirate, who terrorized the waters off Virginia and North Carolina, had 12 to 14 wives. No wonder he was prone to go into towering rages.

Nor had I known that Yankee soldiers asserted that FFV stood not for First Families of Virginia but for Fast-footed Virginians in retreat. In that regard none would have fostered that canard about Stonewall Jackson's infantry known as "the foot cavalry" for its speed in moving about the Valley of Virginia in pursuit of several Federal armies.

Of course, the book will be a valuable aid to more serious purposes than cocktail conversation. One may learn how the South stood solidly, or divided, in every presidential election since 1788. Here, too, is a summation of the Supreme Court's desegregation decision in *Brown v. the*

Board of Education in Topeka, that began in 1954 the long-deferred Second Reconstruction throughout the South, and, in time, much of the rest of the Nation. There are helpful descriptions of the seven civil rights acts extending from 1866 to 1968.

Each Southern state is the subject of a well done profile, the shortest being Mississippi's with 11 inches, and the longest being Virginia's with 21. Fifteen Virginia cities and towns find places in the encyclopedia's pages. Until just before sleep overtook me the other night I had not known that during the Civil War the resi-

dents of Chincoteague voted 138 to 2 again secession, induced to take that position by the island's isolation and waterborne trade with the North.

There are, of course, a dozen definitions of the South's boundaries. The editors define it as encompassing the District of Columbia and those states that accepted the practice of slavery in 1860. If Virginians cavil at considering D.C. a part of Dixie, then remember that the Dominion, at Jefferson's urging, ceded the land for the site of the nation's capital. That was the days of this state's greatest glory.

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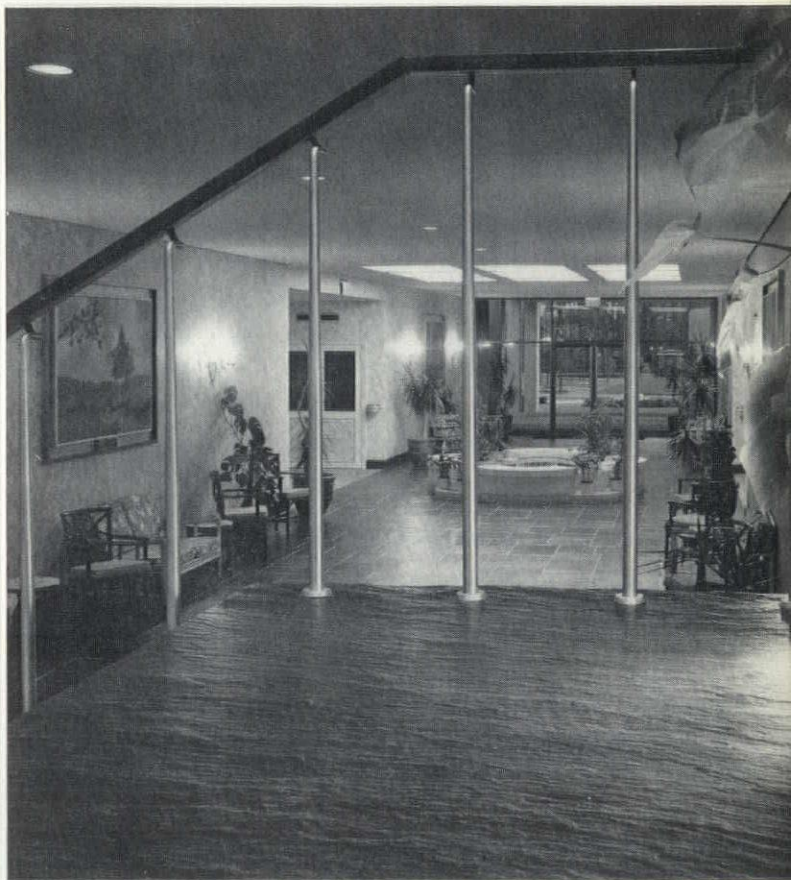
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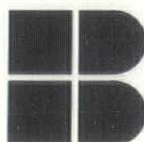
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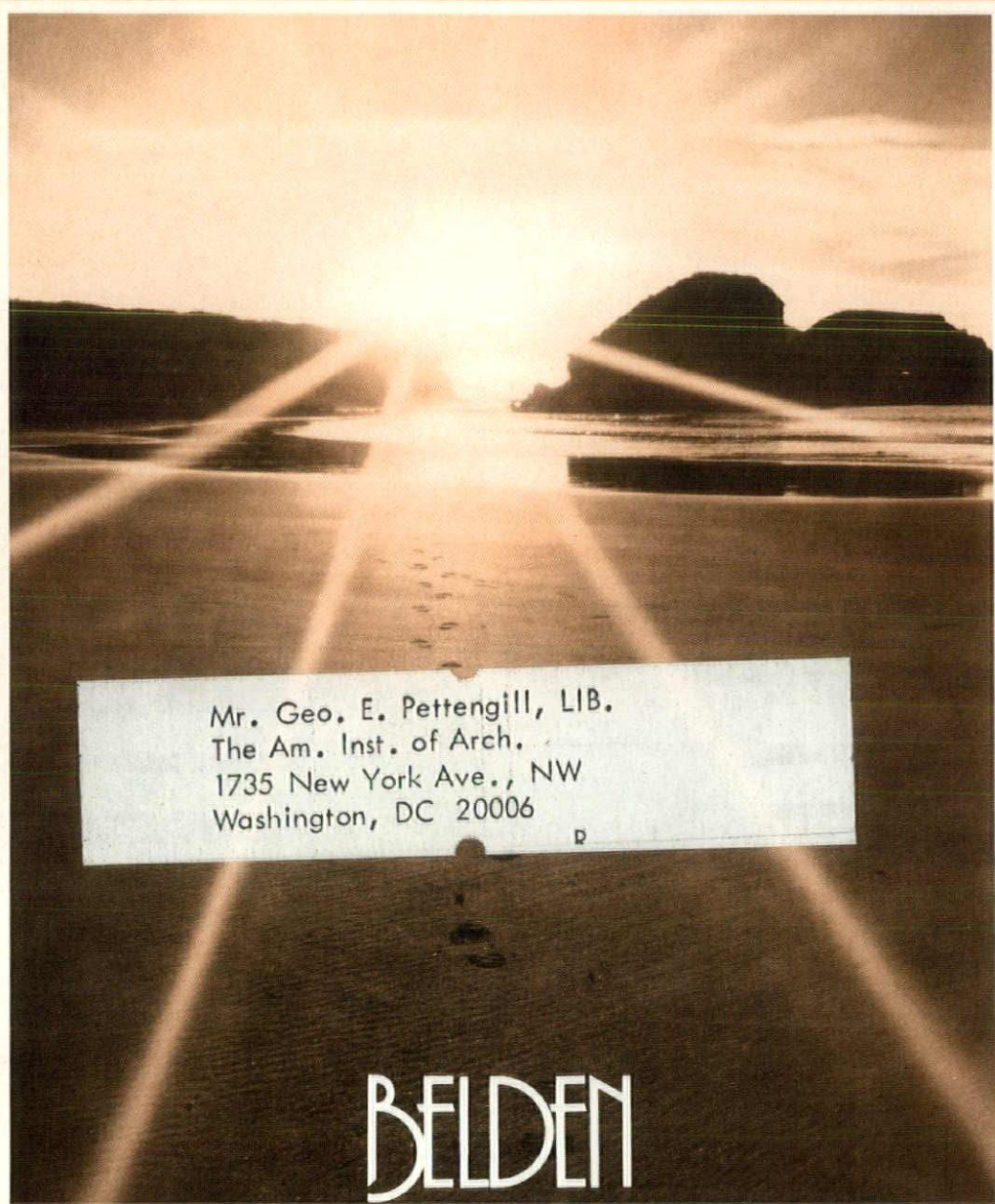


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