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Virginia, the pioneer in historical markers

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VIRGINIA: THE PIONEER IN HISTORICAL MARKERS

A Thesis

Presented to

the Graduate Faculty of the University of Richmond

In Partial Fulfillment

of the Requirements for the Degree

of Master of Arts in History

LIBRARY
UNIVERSITY OF RICHMOND
VIRGINIA

by

Julian Murry Howell

March 1952

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FOREWORD

In organizing this work it was thought best to begin with the several legislative acts of the 1926 General Assembly creating the State Department of Conservation and Development and appropriating money to be used by that agency in advertising the State. Members appointed to this Commission, who were to have so much influence on the entire program, are introduced and the reader is given insight into the perplexing problem of how the advertising fund should be spent. A relationship is shown between the attempt to use this money judiciously and the creation of the Division of History and Archaeology which was to consist of Dr. Eckenrode, Colonel Conrad and other workers. Mention is made of those members of the History Advisory Committee who were appointed on recommendation of Dr. Eckenrode and who were to pass on the various markers proposed for erection.

Continuing with a selection of the material from which the markers were to be manufactured, there is a discussion of the more important duties and decisions incidental to the initiation of a new and complex program. The program is followed through the years with a detailed account of the various difficulties encountered with respect to erecting and maintaining the markers. A sketch of certain important historical facts which relate to our State seems appropriate and is intended to pique the interest of the

reader and to prompt him to inquire, "What would I have used as marker subjects had I been entrusted with the duty of carrying out the program?" Attention is next focused on the approximately 1300 markers which appear on our highways and which represent the work in its entirety. The historical subjects with which the plaques deal are divided into the several dozen phases of interest suggested by their titles and inscriptions. Charts are presented giving both the number of markers erected in each of the counties and the total number of markers in the State representing each of the various phases of historical interest. A number of historical occurrences to which reference is made are discussed in some detail.

Effects of the "Duke Reorganization Plan" are explained, which removed the project entirely from the jurisdiction of the Conservation Commission, placing its administrative and research functions under the State Library while assigning responsibility of marker installation to the State Department of Highways. Resignation of Dr. Eckenrode immediately before the Reorganization Plan was to go into effect and continuance of the program under Mr. J. R. V. Daniel receive brief comment after which a survey is made of the entire project.

In attempting an evaluation of this pioneering work, cognizance has been taken of its merits which have elicited praise from so many authorities both within and without our

State. Thought, too, has been given to the hardships under which the work was accomplished as: local pressures, lack of adequate records, inaccessibility to highways on which markers might be erected etc. While concurring in the belief that public interest - especially among those from distant points - justifies the large proportion of Civil War markers, it is suggested that future marker interests should include more history of a later date and should include particularly those topics which portray Virginia as a progressive, agriculturally and industrially-minded Commonwealth which is looking to the future. Attempts have been made to show how the wonders of nature may combine with facts of history in the Shenandoah Valley to provide interesting subjects which would broaden and give better balance to the selection of marker interests. Finally, it has been suggested that advancement made by the negro has made members of that race and occurrences intimately associated with them worthy of more consideration.

Having completed a study of the historical marker project as it was conducted in Virginia, progress of similar programs was noted in other states. A short account is given of the principles and techniques employed in each of the twenty-three states known to have participated in a publicly supported system of identifying its historical sites. In making a summary of findings the pioneering influence of Virginia's movement is shown which induced other states to mark their historical sites and share their history to the benefit of all.

PART I
THE VIRGINIA PROGRAM
CHAPTER I

In beginning a study of Virginia's historical markers it is well to review the economic background which provided the necessary impetus to initiate the program. The introduction of more labor saving devices, shorter hours of work, improved transportation facilities, and better tourist accommodations, had encouraged the spending of newly acquired leisure in travel. The economic advantages to be gained in having tourists spend more time in our State became increasingly evident as Chambers of Commerce and other public spirited organizations became aware of the need of improving and enlarging their own communities. This awakening to the advantages which were to be gained in appealing to travelers came to the attention of our legislative body. In 1926, the General Assembly, with an ear attuned to the desires and needs of the people, passed two important legislative acts which were to have direct results in helping to develop our Virginia resources and in attracting persons from without our borders who might contribute to this united endeavor. The first of these acts provided for the creation of the Department of Conservation and Development. Also, it endowed the Commission with sufficient authority to create such set-up, subject to the consent of the Governor, as it deemed necessary to carry out its own

1

general functions.

The second legislative act accentuated the importance of advertising the State in authorizing the expenditure by the department of funds for that purpose in the following words:

"Be it enacted by the General Assembly of Virginia, that there be, and is hereby, appropriated to the Commission on Conservation and Development, out of any moneys in the State Treasury not otherwise appropriated, the sum of fifty thousand dollars for each of the bienniums ending on February 29, 1928; provided the appropriation here made shall not be available if the effect thereof is to further increase the deficit in the State Treasury. The appropriation hereby made shall be expended by the Commission on Conservation and Development for advertising the advantages and resources of the State.

2. This act shall be in force on and after August first, 1926."²

The seven men appointed to this newly created Commission and who were thereby charged with such important duties relating to the welfare of the Old Dominion were all men who could draw from their own rich business backgrounds in realizing the extent to which publicizing the advantages to be found in our State would add to the growth and prosperity of its various enterprises. These men were as follows: William E. Carson, Chairman, Coleman Wortham, Lee Long, Thomas L. Farrar, Rufus Roberts, Junius P. Fishburn and E. Griffith Dodson.³

¹ Laws of General Assembly, Laws of 1926, chapter 169, pp.307-313.

² Ibid, chapter 368, p. 660.

³ Elmer O. Eippin, "Policies and Programs of the Virginia Commission on Conservation and Development", The Fifth District Banker and Financier, 1: 13, May 1930.

Various businesses had been known to spend large sums of money in advertising their communities but so far as can be ascertained, up until this time, public funds had never been used in advertising the resources of a state.⁴ Therefore, members of the Commission could not profit by the experience of others and were forced to use their imagination and rely largely on trial and error methods of procedure in planning a publicity program. Some of the problems which arose were as follows: Should advertisements appeal to interests of tourists or industry? Should the State be advertised as a whole? Through what mediums should advertising be conducted? Should pamphlets and booklets be used?

As a result of plans made soon after the forming of the Commission a large scale advertising program was begun in 1927 as ads were inserted in such leading magazines of the nation as The Saturday Evening Post, The Literary Digest, and The National Geographic.⁵ These advertisements publicizing the Old Dominion called attention to the advantages which were to be found by people willing to make Virginia their home. In addition, a number of pamphlets had been planned publicizing places of historic interest in Virginia as Monticello, Natural Bridge, and Yorktown. A careful record of results attained through what might be termed this direct

⁴ Report of W. E. Carson, Chairman, July 26, 1926 to December 31, 1934, "Conserving and Developing Virginia," (Richmond, Virginia: Conservation and Development Commission), p. 19.

⁵ Ibid, p. 20.

appeal in advertising accentuated the relative importance of indirect advertising which would make our industrial plants, rural sections, and historical sites so interesting and attractive to tourists that they would wish to make Virginia their home.⁶

In September, 1926, there took place a seemingly small incident so typical of the many everyday occurrences which are soon forgotten in the "hurly burly" of everyday life. Yet, this apparent triviality was to give birth to an idea which was to be momentous in its far flung consequences. On that date two leaders of our State engaged in earnest conversation beside a small marker or monument which had been erected to the memory of Jack Jouett near Cuckoo Tavern in Louisa County. The two friends read and re-read the inscription before engaging in a lengthy conversation.

Virginia has always been both conscious and proud of its historical background. Yet, up until this time there had been a general disregard of this rich lore of our State. Virginia, the State so wealthy in its historical heritage had done little to disseminate this information by marking its many interesting sites. Tourists and other out-of-State visitors entered our State in which had been concluded two great wars of history only to leave its confines without having been apprised of the informative and interesting details of either of these great conflicts. Also, leaders and events

6 Fippen, loc.cit., p. 37.

relating to the many other important phases of our history had not been brought to the attention of our highway visitors. To gather up the threads of our story in defense of this assertion, the two State leaders regarding the memorial on that day - Harry F. Byrd who was to assume the office of governor in January and his campaign manager, William E. Carson, who was just beginning his duties as chairman of the Conservation and Development Commission knew nothing whatever of Jack Jouett or his epochal ride to save Thomas Jefferson and other prominent members of the Virginia Legislature from Tarleton's Raiders in 1781. Yet, it has been said that the ride of Jack Jouett was more important in its consequences than that of Paul Revere. The teachings of this lesson were unmistakably clear, while the more important facts of Virginia history should have been known to the general public, some of its most interesting details had been so little advertised, so obscured that they were unknown by some of its most cultured and enlightened citizens. Why should Virginia be advertised as a historical State when there was so little provision made for informing interested highway travelers of that history of which we boasted so proudly?

The incident just recorded initiated a concerted and systematic attempt to designate significant sites in Virginia. Thus it was in keeping with the newly awakened effort to attract tourists that circumstances and a clever brain conspired to give birth to a novel idea as William E. Carson conceived the plan of having places of unusual historical

interest marked and identified for the benefit of our visitors.⁷ According to this original plan the Commonwealth was to assume charge of a program which would provide the necessary research and install at or near each of the more historic sites a plaque or marker which, in addition to designating the locale of the occurrence, would bear an inscription relating in a few words the event commemorated. These plaques were to be placed close to the primary highways or those arteries of travel which the tourists would most likely frequent.

The question of erecting historical markers was discussed at the October meeting of the Conservation and Development Commission. Major Shirley, Highway Commissioner, was present at this meeting and suggested the practicability of having the Highway Department erect and maintain the

7 A number of individuals have dissented at recognizing Mr. Carson as the originator of the State Historical Marker project. Mrs. Henry F. Lewis, writing in the September 21, 1935, issue of the Times-Dispatch, claims that she originated the plan. She states that Governor Trinkle approved the idea and the legislature passed a bill which created the Historic Monument Board of Virginia. The work done by this Board was deemed so satisfactory that the following session of the legislature appropriated \$2500. Many markers were erected in the Colonial colors of blue and gold before the work was taken over by the Conservation Commission.

Despite these facts, however, and any claim which they are intended to support, it is undeniably true that it was Mr. Carson who conceived and promoted the large scale, State systematized, and directed, tourist attraction which was so successfully carried out by a division of the Department of Conservation and Development of which he was the head.

markers. The Conservation Department, however, would select a qualified historian who would do the necessary research and designate the sites which were to be commemorated.⁸ Major Shirley suggested that a short, heavy, concrete column should be the base of the marker which would support a metal tablet bearing the historical inscription. This type of marker was to cost approximately \$75.00 and was to be placed at the proper angle and distance with respect to the road so that it might be read conveniently by motorists. Further discussion of the proposed project followed, during which Mr. Wortham moved "that the Commission employ a qualified person to carry on the historical research relating to the location and appropriate marking of historical sites throughout Virginia, and to handle the administrative details of the program of setting up the markers."⁹ The move was seconded by Mr. Fishburn and adopted unanimously by the Commission.

At the next meeting of the Commission, Mr. Carson stated that he had talked with a number of persons regarding the selection of a historian qualified to undertake the marking of Virginia highways. After thorough investigation it was found that Dr. H. J. Eckenrode appeared to be an

⁸ E. G. Dodson, Minutes of Meetings of Conservation and Development Commission, October 15, 1926.

⁹ Ibid.

authority highly qualified to carry out the proposed work of designating the many historical places of interest in Virginia. Dr. Douglas S. Freeman, Editor of the Richmond News Leader, and a historian of great ability himself, recommended Dr. Eckenrode as a man with whom he had worked and whom he thought most capable of administering the historical program of the Conservation Commission. Mr. Carson added, "He is available to the Commission."¹⁰

Dr. Eckenrode was present and was introduced to the Commission at this time. Dr. Eckenrode made a short talk in which he explained some of his plans for executing the project. His ideas included the creation of several highways from which the highway traveler could view the more interesting battlegrounds. These roads were to be known as Battlefield Highways.¹¹

At the conclusion of the talk, Mr. Fishburn moved that Dr. Eckenrode be hired at a salary of \$250 a month and expenses. This move was seconded by Mr. Dodson and Dr. Eckenrode was directed to report for work on January 18. It was agreed that Dr. Eckenrode's title was to be "Director" of the new agency which was to be known as the "Division of Archaeology and History".¹² It was also agreed that the new

10 Ibid, December 15.

11 Ibid.

12 Ibid.

division should be financed out of the Advertising Fund. Authority to finance the new enterprise in this way had been specifically provided under a clause creating the Commission which reads, "The Commission shall have control of the expenditure of any State advertising funds heretofore or hereafter created, and shall have control of an expenditure of such funds for advertising the resources and advantages of the Commonwealth in such means as it may deem best." ¹³ Hence, a formal request to Governor Byrd to have the \$50,000, which had been appropriated for that year, to be set up on the books of the State auditor's office was all that was necessary. Governor Byrd's approval was forthcoming and the Commission was credited with the money necessary to begin operations.

Other workers were added to the staff of the new Division until soon it included, in addition to Dr. Eckenrode, Bryan Conrad, M. F. Pleasants, Mrs. Mabel Dyson, Rex E. Allyn and Miss Mary E. Bowers. ¹⁴

¹³ Laws of 1926, chapter 169, p. 307.

¹⁴ With the exception of Dr. Eckenrode, starting salaries are not known exactly. An approximation may be made, however, through a study of the following recommendation for increases which was made to Governor Pollard in 1930:

Colonel Conrad, Assistant Director, \$2400 to \$2600.
 M. F. Pleasants, Field Assistant, \$2400 to \$2500.
 Mrs. Mabel Dyson, Research Assistant \$1320 to \$1500.
 Mary E. Bowers, Stenographer and Clerk, \$1320 to \$1340.

The assignment of J. R. Horsley to the Division under unusual circumstances was to cause considerable embarrassment. Mr. Horsley had been appointed by Governor E. Lee Trinkle for a period of two years to conduct an economic survey of the State. The appropriation of \$10,000 with which this work was to be carried on proved inadequate and it was decided to discontinue the project. The question now arose as to what should be done with Mr. Horsley, whose salary had been set originally at \$4,500 and whose term of office had some time to run. Mr. Carson talked with Mr. Horsley and it was agreed that the latter's salary should be reduced to \$4,000.¹⁵ At the December meeting of the Commission, it was moved by Mr. Dodson that Mr. Horsley should be assigned as field assistant to Dr. Eckenrode. This motion was seconded by Mr. Farrar and Mr. Horsley was asked to report to Dr. Eckenrode. In 1928, at the expiration of the term for which he had been appointed, Mr. Horsley's salary was reduced to \$250 and he resigned.¹⁶

Colonel Bryan Conrad, a retired army officer was to be Dr. Eckenrode's chief assistant. Because of his military background, Colonel Conrad might be depended on to be particularly helpful in those phases of research which related to military affairs. Mrs. Dyson, too, was to assist in the research. M. F. Pleasants was to have charge of the erection

15 Dodson, loc. cit., December 15, 1926.

16 Ibid, March 23, 1928.

and maintenance of the markers. Rex E. Allyn was to be useful as a driver and in the field work which was to be done while Miss Mary Bowers was to take charge of the correspondence and keep the necessary office records.

Attention was now focused on the more important facts of Virginia history as the need arose for selecting those subjects which were to be presented on the highways. The presentation of Civil War highlights which had taken place in Virginia at once promised to be the phase of greatest interest value in attracting the historically minded of our State visitors.¹⁷ Of course, there were many other phases of interest such as old homes, churches, and birthplaces. Each of these, in addition to other aspects of history, were to be submitted for public approval on Virginia roads as the program progressed. There was much work to be done both in the field and in the library. The first field exploration took place on January 19, 1927. This work was done in Henrico County and related to the battlefield at Yellow Tavern on which General Stuart had been mortally wounded during the Civil War.¹⁸

17 The magnitude of the task confronting Dr. Eckenrode in appealing to heterogenous tastes was to appear immediately as a member of the Conservation and Development Commission was strongly opposed to depicting events of the Civil War. It is significant that Dr. Eckenrode thinks that any criticism as to the number of Civil War markers which have been erected originated in this early opposition.

18 State Historical Markers of Virginia, p. 22.

At the February, 1927, meeting of the Conservation and Development Commission, Dr. Eckenrode submitted a memorandum of his activities which included the classification of certain markers as to period and importance and the classification and listing of some subjects for marking. In explaining the proposed execution of his program, Dr. Eckenrode went over the subjects of about 30 markers which he suggested for installation on the Jefferson Davis Highway. He wished to have these approved. Therefore, in keeping with the commonly shared belief that there should be an over all supervisory body of distinguished historians, Dr. Eckenrode recommended ten men to be known as a History Advisory Committee.¹⁹ It was to be the duty of these men to consider and pass on the various marker subjects and inscriptions submitted for their approval. Prominent Virginia historians and educators suggested by Dr. Eckenrode were: Dr. Douglas S. Freeman, Dr. H. R. McIlwaine, Dr. L. G. Tyler, Dr. W. G. Stanard, Dr. J. A. C. Chandler, Dr. P. A. Bruce, Dr. Richard L. Morton, Dr. J. I. McConnell, Dr. D. R. Anderson and Dr. W. J. Wayland. This suggested Committee, approved on motion of Mr. Wortham, seconded by Mr. Farrar, was sent to Governor Byrd. On April 1, Governor Byrd appointed a Committee which but with two exceptions included all of these men.²⁰

19 Dodson, loc. cit., February 24-25, 1927.

20 Executive Journal, February 1, 1926 to January 31, 1930, p. 131. For a list of men and their addresses, see appendix II.

It is interesting to note that at this early date, Mr. Carson was firmly of the opinion that the counties should ultimately meet the expense of installing markers. With this plan in mind, arrangements were made to have Mr. Horsley visit the different county seats and confer with the boards of supervisors regarding that possibility.²¹ Gradually, however, it began to appear that it would be the part of wisdom to allow the State to continue defraying the marker costs. Therefore, when an appropriation was made by the 1928 General Assembly for the new Division the matter was settled most satisfactorily.

Thought was now given to the selection of the best material to be used in the manufacture of markers. Investigation included a number of materials. Calculations were made to show the approximate expense, including initial cost and maintenance for periods of twenty-five and fifty years for each of the materials. These estimates were as follows:

	<u>Initial Cost</u>	<u>25 Years</u>	<u>50 Years</u>
Wood Markers	\$6.50 to \$12.00	\$31 to \$44	\$72 to \$87
Iron (raised letters)	\$30.00	\$40.00	\$52.00
		5% Maintenance Basis	
Aluminum	\$50.00	\$98.00	\$148.00
		State Basis 2.50 for 5 Years	
		\$60.00	\$72.50
Stone Mountain Granite	\$65.00	\$65.00	\$65.00
Georgia Marble (3 in.)	\$36.00	\$36.00	\$36.00
(4 in.)	\$45.00	\$45.00	\$45.00 ²²

21 Dodson, loc. cit., February 24-25, 1927.

22 Ibid, February 18, 1927.

In February the following specifications for markers were enumerated by Dr. Eckenrode:

- (1) Easy legibility from highway.
- (2) Second class markers to be read from passing cars without stopping.
- (3) Turnouts on road for reading important markers.
- (4) Moderate costs.
- (5) Moderate or no maintenance costs. ²³
- (6) Durability and reasonable dignity.

Members of the Commission were inclined to have the markers manufactured in Virginia if feasible. In considering this possibility it was pointed out that markers manufactured from Richmond granite would ordinarily cost from \$71 to \$116. It was thought possible, however, to reduce this cost to as low as \$40 or \$50 through the use of new sand blast equipment. ²⁴ No decision had been reached by May as to the kind of material to be used in the manufacture of markers. In that month representatives of two local firms appeared before the Commission. Mr. McManus representing the Richmond Granite Quarries suggested that his company might be able to manufacture the markers for approximately \$70 each on orders from 100 to 1000. Mr. Wallace of the McNeel Company proposed that Stone Mountain Granite be used. ²⁵

Wilbur A. Nelson was consulted regarding certain materials. Mr. Nelson was asked to "investigate all different stones involved and to report on their composition, weathering qualities, and general suitability for markers." ²⁶ The erection

23 Ibid., February 24-25.

24 Ibid., February 18.

25 Ibid., May 5.

26 Ibid.

of shrines was being considered at this time and at the May meeting of the Commission it was agreed that markers and shrines "were so important as publicizing agencies that a large part of the publicity fund might be spent in erecting them."²⁷

In June estimates were still being received from various companies. Results of the various tests which had been made showed that wood did not have sufficient durability. Cement proved undesirable while both granite and marble were heavy, unwieldy, and expensive to manufacture and transport. In addition, inscriptions on granite proved difficult to read. This last weakness eliminated granite from further consideration since a high degree of legibility would be required for inscriptions to be read from moving automobiles. Aluminum was finally tested. This material was expensive. It had, however, the redeeming qualities of being light, tough, and comparatively cheap to transport. It was thought too that aluminum would be durable. Therefore, in August, historical markers of aluminum alloy were ordered from the Niles Company in Lebanon, New Hampshire. These markers were to be in two sizes, the 24 inch tablets costing \$60 while the 36 inch tablets would cost \$75 each.²⁸ These prices were exclusive of the posts. At this time Dr. Eckenrode reported that he had approximately 300 inscriptions on hand which were in the final

27 Ibid.

28 Ibid., August 18.

stages of being arranged and checked.²⁹ Minutes of the August meeting of the Commission reveal that the total expenditures of the History Division through August 15, 1927, were \$10,921.11.

While it has been seen that some historical marker work had been done in Virginia up until this time by various patriotic and public minded societies, it had resulted in "Policies to be avoided rather than principles to be followed" as Mr. Rachal has aptly phrased it.³⁰ Therefore, Dr. Eckenrode was beginning a project in which much pioneering work was to be done.

In planning the program, thought had been given to the necessity of differentiating between the various markers which were to be erected. It was decided to use symbols for this purpose. The use of highway numerals to individualize the markers was considered. Highway numerals, however, were often changed as the highways were extended so it was decided to use letter symbols instead. The various roads in Virginia had code letters. Main roads were designated by a single code letter while branch roads had a code of two letters. It was arranged that each marker, while bearing a code letter or letters in agreement with the road on which it was to be placed, should include a number differentiating

29 Ibid.

30 William M. E. Rachal, "Historical Markers on Virginia Highways", State and Local History News, IV: 151-153, March 1949.

it from other plaques on that particular road. It may be well to point out that the main roads or those designated by single letters did not follow alphabetically with respect to geographical location as might be expected. The symbols, together with the inscriptions which the markers were to bear, were sent to the factory in Lebanon, New Hampshire where the plaques were being prepared.

November, 1927, was an especially interesting month in the history of the project because it was during that time that the first shipment of plaques reached Fredericksburg from the factory. As these markers were put up on the Richmond-Washington Highway they became the objects of much interest both to local citizens and to tourists.³¹ The need for turnouts to be used by motorists wishing to get a safer and more leisurely view of this new addition to the highway was at once evident. The Highway Department was sympathetic to the request for turnouts but their appropriation had not been sufficient to cover this extra expense, so the idea had to be abandoned for the time.

Marker sites were located as close as possible to the subjects to which they related. In choosing these sites too consideration had to be taken for highway safety and for sufficient visibility so that the event to be depicted might be read. Of these two considerations safety of the highway was, of course, most important. Even in the days of

31 Times-Dispatch, November 9, 1927.

comparatively slow moving traffic, care had to be taken in selecting a marker site so that a tourist in approaching the spot might have a considerable distance of highway before him and therefore be enabled to perceive another motorist who might have been tempted to slow down or even stop on the highway to read one of the plaques. In conforming to the various requirements, the markers were erected on the shoulder of the highway at those points thought most advantageous to safety and visibility with great care being taken that their twin inscriptions on either side, consisting of a few well chosen words, should be at right angles to the road, and therefore, equally visible to travelers going in opposite directions.³² Legibility was further improved by having the marker height approximate that of an individual sitting in an automobile.

Progress of the work was accompanied by a number of revelations and developments. It was soon discovered that the public could make definite contributions to the program. Often they were able to give information gleaned from local

32 It will be readily understood that state and county-line markers which were erected at a later date, did not bear twin inscriptions. Instead, the inscription on either side related to the two political entities under consideration and were so placed on the highway that the tourist coming to a line might read the interesting facts pertaining to the particular state or county in which he was about to travel.

sources or were helpful in establishing the site of certain occurrences. In the absence of written records, the memories of local citizens, particularly those of older people, were often prodded as a means of eliciting information which might be obtained in no other way. At the same time, the initial purpose of the project in appealing to the visitors within our State often ran counter to the ambitions of locally prominent individuals bent on propagating the memory of some long deceased kinsman whose sole claim to fame may have lain in the fact that he was a local magistrate and who, therefore, would be of no conceivable interest to tourists. In this way family and local pride caused considerable embarrassment to the division putting up the markers.

Markers began to be the victims of injury as hunters armed with rifles and shotguns seemed unable to resist the temptation to use the plaques as targets. Also, the marker sites seemed to be particularly inviting spots at which motorist might turn their vehicles around on the highway. A number of markers were hit and injured accidentally by drivers of trucks or automobiles. Persons injuring the markers were made to pay for them whenever it was possible to ascertain who had caused the damage. Often it was impossible to establish the identity of the person who had been responsible for the injury and in these cases, the State had to assume the cost of necessary repairs.

Several years after the erection of the first markers the paint became dull and they had to be repainted. This was

a laborious task and was accomplished by unscrewing the nuts and removing the plaques from the metal parts to which they were attached. The plaques were then loaded into a truck and taken to a central location for painting after which they were returned to their original sites on the highway. A more serious obstacle arose from the material of which the markers were made. It was discovered that time and the weather conditions to which they were subjected caused the aluminum alloy to peel. After a study of this new situation, Dr. Eckenrode soon decided to change to the use of cast iron. The change was effected and the cast iron plaques proved very satisfactory.

When the markers were first erected, the moderate speed of the motorists at that time allowed them to read the inscriptions as they passed. As highway speed increased, however, this became impossible. This new problem was met through the editing by Mr. William E. Carson of a marker booklet which contained the symbols, text and location of all the markers. The Marker Booklet published by the Department of Conservation and Development, first appearing in 1930, has been revised a number of times and is now in its sixth edition. This significance of the work is so important that time may be spent profitably in a brief review of its contents and value to the tourist. It is intended primarily to enable the traveler to read his highway history at high speeds. The motorist has but to catch a fleeting glance of the marker symbol after which his booklet becomes a vicarious agent to which he may turn

and read the inscription on the marker which has just been passed.

As is to be inferred, the booklet contains a logical arrangement of marker inscriptions as they appear in sequence along the highways from north to south and from east to west. Let us assume that a historically minded tourist is on a business trip through Virginia and that he is going to travel exclusively on Highway Number 1. By turning to the appropriate page in the Marker Booklet he may apprise himself of interesting historical sites to be passed on his trip. Preliminary review may lead not only to a quicker and more comprehensive understanding of the historical significance of sites to be observed but may suggest certain especially interesting points at which stops may be made. The Marker Booklet provides an index which alphabetically arranges the list of inscriptions on county-line and state-line markers and another index which provides a numerical list of the same markers. Historical markers, or those relating to interesting persons, events, etc., are alphabetically arranged according to titles while they are also indexed according to their symbols in alphabetical and numerical order. Hence, anyone knowing either the title or symbol of a marker may find it immediately in the booklet and read the inscription.³³

³³ This booklet has proved the most popular publication ever put out by the State, as more than 150,000 copies have been distributed by the Department of Conservation and Development.

Everyone in the division was very busy as the project spread to various primary highways throughout the State. At that time the vehicles used in transportation were in charge of the Division of History and Archaeology and thousands of miles were put on their speedometers as personnel and equipment were taken to necessary points. Workers engaged in the program were often forced to remain in the field for a number of days. When this was necessary, the men defrayed their own expenses and were later reimbursed by funds from the Division.

The public was not long in withholding its approbation, as letters of praise in an ever-increasing volume began to come from tourists all over the country. In passing through Virginia, these visitors had admired our newly erected plaques and their interest had caused them to write for further particulars. Many of these letters were from officials of state agencies or of patriotic societies who were seeking information which might be used in improving their own states and communities. Soon other states began to pattern programs after that of Virginia. By 1930, newspapers, too, had begun to take cognizance of the highly original and unusual historical venture taking place in the Old Dominion and the consequent publicity of their articles focused national attention on the work being done by
Dr. Eckenrode.³⁴

³⁴ An editorial appearing in the New York Times and entitled "History on Wheels" is typical of the newspaper praise heaped on Virginia for initiating the unique historical project. This editorial is reprinted in the January 7, 1930, issue of the Richmond Times-Dispatch.

While reverence of forebears and local civic pride often conspired to cause public disregard of the general principle under which the program operated, the great mass of citizens were helpful. The work being done by Dr. Eckenrode and its favorable reception by the public had the desirable effect of encouraging societies and individuals interested in preserving local history to enlist the assistance of the Division of History and Archaeology. Individual effort often merged into concerted community group achievement as neighborhood historians prodded the memories of older citizens, dug around long neglected graveyards, visited old churches, examined local records and then passed their findings on to the State historians. After accumulating historical information to be turned over to Dr. Eckenrode, interested laymen would often write a proposed inscription, suggest a location, and in certain instances, even offer to bear the cost of the marker and its installation. The assistance rendered by such local groups was invaluable. The communities of these groups were being correspondingly benefitted as the symmetry of State designed plaques replaced the haphazard methods of recognition hitherto used by various societies.

Dr. Eckenrode was always grateful for what was tantamount to an offer of both labor and material assistance by societies and individuals. In some instances, Dr. Eckenrode met with groups to discuss their local history or draft inscriptions for their approval before having such inscriptions

placed on markers to be erected in their locality. The Division Head was fair, though impartial, in dealing with representatives of the various localities and in every instance they were led to understand that the final decision as to whether a marker should be erected, its inscription and location, in the event that a plaque was installed, were decisions which fell entirely within the jurisdiction of the Division of History and Archaeology.³⁵

While the offers of societies or individuals to pay the cost of manufacture and installation of markers to subjects in which they were especially interested, were accepted, it was made perfectly clear that these offers had no bearing whatever on whether the proposed subject would be found historically justifiable and would therefore receive the approval of the Division.

The depression years brought about a number of changes in the marker program. In 1933, the company which had been manufacturing the roadside plaques went into bankruptcy. Soon afterward, the contract to manufacture markers was let to the Salem Foundry and Machine Works of Salem, Virginia.³⁶ The choice proved to be a happy one, as the work of this company proved most satisfactory in every respect. Home

35 The Department of Highways was asked to concur in decisions as to the location of marker sites inasfar as highway safety was involved.

36 Times-Dispatch, November 4, 1933.

State manufacture of the markers not only seemed appropriate but the factory location at Salem was to prove another advantage. Mr. Pleasants was often in that vicinity incidental to the normal discharge of other duties with regard to the project, and was able at little inconvenience to drop in and supervise actual factory operations.

During the depression, the amounts of money received from taxation and other sources of revenue decreased and, as a consequence, funds available for expenditure by the various departments and divisions of the State were reduced on two separate occasions by executive order.³⁷ To offset this disadvantage, certain costs incidental to the venture were lowered. Marker costs, which were at first \$45 per marker, now fell to \$30 each. Also, the cost of installation was somewhat reduced. Nevertheless, the Division did not have sufficient funds and, at times, the project was virtually at a standstill. Despite these obstacles, it was announced in 1934 that 1200 markers had been erected, while inscriptions had been prepared for 500 more markers when the funds became available.³⁸

37 Times-Dispatch, January 20, 1933.

38 Times-Dispatch, July 16, 1934. These figures are not to be interpreted as meaning that exactly 1200 markers were standing at that particular time. A marker erected at a given site and subsequently destroyed was not necessarily replaced, if in the interim, some other proposed marker were deemed to be of greater significance in its historical import. Also, the change of roads at times necessitated the removal of markers which, due to such changes, were no longer on a traveled highway.

During the mid-thirties the Department of Highways was able to provide the turnouts which had been needed. This innovation enabled the motorist to pull off of the main road and read the marker inscriptions without endangering traffic.

The year 1937 was the tenth anniversary of the project. In October of that year, an editorial of appreciation regarding its benefits stated that its original purpose had been almost completed. According to this statement, every courthouse green in the State was to have a marker upon request of its board of supervisors. Also, read the editorial, "some replacements and fill-ins will be made after which this valuable work will be wound up."³⁹ Doubtless, the labor involved in providing replacements and fill-ins was greater than had been anticipated. Also, in accounting for the fact that the project was to continue indefinitely, it is relevant to note an important principle which continued to govern the activities of the Division. The agency considered that one of its objectives should be to increase the interest of Virginians in their history. This broader concept of its duties induced the Division to undertake many additional activities unknown to the general public. It was interested in military campaigns which had been conducted in Virginia. It studied the routes taken by Cornwallis, Lafayette and other generals, many of which were too far removed from highways to have markers erected depicting the

39 Times-Dispatch, October 13, 1937.

event. These marches were plotted on maps which made possible the retention of historical data which might otherwise have been lost because of changing landmarks.⁴⁰

Virginia's store of historical riches has included many old homes. As time passed, more and more of these homes burned. Therefore, the Division undertook a photographic survey in which hundreds of the older and more historic homes were photographed. Because of this precaution, the preservation of much that is of historical interest is assured.⁴¹ The Division of History and Archaeology did much work in surveying battlefields of the State. In surveying the Yorktown battlefield, the actual site of Cornwallis's surrender was discovered and ascertained to be some distance from the spot originally supposed to be the surrender ground. An intensive study was made of the battlefields around Richmond and the scene of the heavy fighting at Cold Harbor was thought to have been located for the first time.⁴² The Division cooperated in the development of the Fredericksburg and Petersburg Battlefield Parks while the Richmond Battlefield Park was developed as a Federal project under the direction of the Division.

40 H. J. Eckenrode, "History Division", Conserving and Developing Virginia, (Report of W. E. Carson, Chairman, July 26, 1926 to December 31, 1934) p. 72.

41 Ibid.

42 Ibid., p. 73.

As early as 1928, Dr. Eckenrode was receiving frequent requests to make talks on historical subjects.⁴³ Therefore, he asked the opinion of the Commission regarding this new demand on his time. The Commission decided that such duties should be assumed since they fell under the broad aim of increasing historical interest in the State. Soon the Division was responsible for speeches and was preparing newspaper and magazine articles concerning Virginia history.

Increased interest in Virginia history led to the expenditure of many hours in research in preparing a history suitable for reading by the public.⁴⁴ Still another interest, which quickly assumed the proportions of a major project, was the attempt to locate and suitably mark the graves of distinguished Virginians. In addition, large amount of correspondence dealing with Virginia history and activities of the Division had to be answered.⁴⁵ Some attention was even given to the Indian remains of the State although little progress was made in this latter work due to the lack of a trained archaeologist.

The coming of World War II made it increasingly difficult to obtain iron needed in the manufacture of markers. Therefore, it was decided in 1941 to terminate the program

43 Dodson, loc. cit., March 23, 1928.

44 Eckenrode, loc. cit., p. 74.

45 Ibid.

until after the war. The work was recommenced in 1946.

As the program came to exist under Dr. Eckenrode, the public-initiated marker was a more or less routine procedure. Thus, if a society or individual wished to have a marker erected to a person or event, the gradually accepted method was to gather all available historical data relating to the particular subject of their interest. These facts, authenticated insofar as possible, were used in writing an accurate, clear-cut account of the historical episode under consideration showing its significance to State or national history. Then, in anticipation of its acceptance, the whole was condensed into a few well chosen words suitable for inscription on one of the roadside plaques. The story, inscription, and any documentary evidence in its support would be sent to the Division of History and Archaeology. Workers of the Division would check the facts and if they thought the subject deserving, would pass all material relating to it along for further consideration by the History Advisory Committee. If the History Advisory Committee concurred in finding the subject historically justifiable, a marker was ordered for erection. The final text of the inscription, however, was subject to the approval of the Division and needed changes were often made. Similarly, while consideration was given to the wishes of the sponsor in selecting the marker site, the Division remained the final authority.

By 1948, the material used in the manufacture of markers had undergone further change. It has been seen that

the material first used for this purpose was an aluminum alloy and that cast iron was substituted as the aluminum proved unsatisfactory. Since cast iron was difficult to secure after World War II, a superior aluminum alloy was now used in the manufacture of markers. This aluminum marker proved very satisfactory and had the advantage of being light and more easily handled than cast iron. These plaques, costing \$60 at first, had in 1948 reached \$72.⁴⁶ This price was exclusive of transportation or other charges. Later the price was to go even higher.⁴⁷ The markers weighing approximately 80 pounds, exclusive of the pipe-posts, are $3\frac{1}{2}$ feet wide and $3\frac{1}{2}$ feet high, except in the center, where the small triangle as a setting for the State Seal rises to an additional height of some 6 inches. The plaques are $\frac{1}{2}$ -inch thick although this dimension is increased to a full inch on the edges. The symbol is at the top of the marker followed by the title and body inscription. Beneath the latter is another inscription giving the exact location of the marker, while at the bottom, appearing in small letters, is the name of the agency approving the marker and the year in which the plaque was manufactured.⁴⁸

46 Copy of letter from Division to Oklahoma Historical Society, December 16, 1948.

47 Cost of erecting a highway plaque in 1950 was estimated as follows: \$75 for the marker, 85¢ for pipe-post, with \$25 being allowed for installation. It may be noted too that per-unit cost of markers might vary with number ordered. December, 1950 memo in files of Division of History.

48 December, 1950 memo in files of Division of History.

Although the inscription may contain as few as a dozen words, space permits the use of as many as 60 words, depending on the length of the words and the size of the lettering. Three-inch title letters were sometimes used with two-inch body letters which permitted the use of 9 lines of 30 spaces each. The more usual procedure, however, was the use of two-inch title letters with $1\frac{1}{2}$ -inch letters for the body inscription which permits the use of 13 lines of 35 spaces each. These inscriptions in black block letters, rising in relief to a height of $\frac{5}{32}$ of an inch, afford splendid visibility against the aluminum white of the "floor" or face of the marker.⁴⁹

In late years, exact marker sites have been selected with consideration for the expense of constructing turnouts. Preferably these sites were near some secondary road leading to the historical subject.⁵⁰ Curves as locations were avoided. State laws have come to the assistance of those engaged in the project too, for while markers are usually located close enough to the highway to be on State property, there is another alternative. Markers may be erected on private property. This privilege known as "easement" is based on the consent of the property owner. Easement is a written agreement between the State and the property owner giving the installing agency permission to erect a plaque on such private land. This privilege is granted voluntarily

49 Ibid.

50 Ibid.

by the property owner and may be terminated at any time on his request. State law provides that the exact design of the Virginia Marker may not be copied and that none but this duly authorized highway marker may be installed on Virginia highways.⁵¹

Once a site was determined, a hole was dug and cement poured leaving the pipe-post 7 feet long and 3 inches wide, to which the marker was attached, firmly imbedded in a cement cone 3 feet deep and 18 inches wide. A card is maintained in the office showing the life history of each marker.⁵² It is interesting to note that fewer markers are destroyed or injured now than formerly. This fact is no doubt, due, in part, to the turnouts which were provided making it possible to move the markers further back from the highway where they were less likely to be hit by passing automobiles or trucks. It is encouraging to think, too, that educational processes and other enlightening influences may have decreased the number of marker injuries which were hitherto due to vandalism. Individuals who may have accidentally destroyed a marker are asked to pay only the actual cost of the marker with no allowance being made for the other costs incidental to the erection of a plaque.⁵³

⁵¹ Ibid, December, 1950 memo in files of Division of History, p. 2.

⁵² Ibid, December, 1950 memo in files of Division of History, p. 1.

⁵³ Copy of letter from Division to Rappahannock Lumber Company, March 16, 1951.

A number of changes too, have been made in the method of preserving our roadside plaques. Experience has taught that the markers which are exposed to various weather conditions should be painted every two or three years.⁵⁴ Many experiments have been conducted to determine the most effective paint, and the easiest and most economical method of applying this coating. The result has been the adoption of a highly satisfactory paint and an equally satisfactory method of application. The first improvement to be noted in the painting was the practice of performing the operation on the spot rather than removing the plaques to a central location for the purpose. Still the painting which was done with a brush was a laborious task. Therefore, it was decided to use the spray method of applying the paint. This experiment was successful and spraying has become the approved method of applying paint to the markers. This then is a survey of those procedures which brought the program to its near-completion just before the project was placed under new authority by the re-organization of the government.

⁵⁴ Copy of letter from Division of History to Charles Evans, Secretary, Oklahoma Historical Society, December 16, 1948.

CHAPTER II

In beginning his work Dr. Eckenrode was quick to realize the many important happenings which had taken place in Virginia. He was to use his knowledge of important events most effectively. It may be admitted too that Dr. Eckenrode was fortunate in having so much history from which to draw in presenting his own Roadside history of our State. The most important events which had taken place seemed to arrange themselves roughly into three important periods.

From a standpoint of interest Virginia history got off to a propitious start. The SARAH CONSTANT, GOODSPEED, and the DISCOVERY, of course, brought the settlers who were to establish the first permanent English settlements to be made in the New World. Once established at Jamestown these settlers had to adapt themselves to life in a new land. They were to encounter hardships, many of which were due to their own foolhardiness. Smith saw that crops were planted, that shelter was provided, and that the sick received the proper care. It was he who led them against the Indians. Most important of all, perhaps, John Smith supplied the patience, courage, and wisdom which prevented complete extermination of the colony.

Tradition links him romantically with Pocahontas and this relationship between whites and Indians presents another individual worthy of note in Powhatan, the father

of the Indian Princess. The romantic marriage between John Rolfe and Pocahontas, which seemed to presage future friendly relations between the two races, ended in her death. The terrible Indian massacre of 1622, followed by a similar tragedy in 1644, incited the whites to make war on the Indians which led to the gradual withdrawal of the Indians from eastern Virginia.

Time was to bring many picturesque personalities to the struggling colonies. Governor Berkeley was such a figure. It was not until many years later, embittered by the reverses under the Commonwealth, that Berkeley was to exhibit an intolerance which was to bring him into sharp conflict with an early advocate of a more representative government. The ensuing war between these two outstandingly able and attractive leaders adds another colorful page to Virginia history. This memorable conflict, beginning when Bacon had dared to fight the Indians without the consent of Berkeley, had ended abruptly with the death of Bacon. Yet, the many incidents surrounding the uprising affords a wealth of material to the scholar who wishes to present not only important but sensational history.

Other important individuals soon came onto the stage of Virginia history. Some of these individuals were to make an indelible impression on contemporaries. Thomas or Lord Culpeper, the recipient of vast domains from James II, Francis Nicholson, and William Byrd are typical examples of early colonial gentlemen who not only exerted tremendous influence over colonial affairs but continue to have great

sentimental appeal for those students of this period. The fine home which Byrd built at Westover where he gathered a fine library is typical, too, of the many fine old homes which began to be built by other wealthy planters.

The picturesque figure of Alexander Spotswood is another object of great historical interest. The building of the powder magazine at Williamsburg and the building of iron furnaces are examples of constructive achievement initiated by this Governor, which commend him to those of a practical turn of mind. The building of iron furnaces was important because it meant that the colonists would no longer send to England for their ploughs, axes, and tools which they needed. Thus Alexander Spotswood, while initiating an innovation of sound economic value and convenience, also prompted the early settlers to take those first steps in gaining economic independence of the Mother Country.

Spotswood is well remembered, too, for his part in a historic expedition. Up until this time little was known of the land that lay beyond the Blue Ridge Mountains. As Governor Spotswood felt that he should be familiar with this more distant land, he thought it might prove advantageous to send settlers there. Disdaining the simple method of sending experienced woodsmen and explorers, Spotswood organized and led an expedition himself. On the return from this expedition of romance and exploration, Spotswood organized the order of "Knights of the Golden Horseshoe" and gave to each of those who had accompanied him a tiny golden horseshoe. In a way, Spotswood's expedition was a forerunner of similar

exploits carried out by Daniel Boone and other hardy pioneers at a later date.

Among the other phases of Virginia history to which interest is directed none is more unfailing in its appeal than that of the early church. A number of religious denominations, including Puritan and Quaker, were among those represented in Virginia. A study of old churches is most intriguing because of their many human associations. In certain instances, no doubt, an individual may have been christened in a church, continued to attend the same church as a young adult and be married there, and still later be buried in its cemetery.

Anyone entrusted with the responsibility of making a dramatic roadside presentation of our history might well have looked with favor upon the church, an institution intimately related to the most vital events of human existence, birth, marriage and death.

As the years rolled by, a gigantic struggle between England and France for possession of the New World was to precipitate the French and Indian War. Events immediately preceding the outbreak of hostilities were to focus attention upon a young man who, within a period of twenty years, was to win fame fighting under two flags. At this time, the immediate point of dispute was the Ohio Valley. Both the French and English were building forts in this area so vital to the plans of both nations. Dinwiddie, Governor of Virginia, decided to send a messenger asking the French to withdraw. The young

man selected for this important and dangerous mission was George Washington. This 500-mile journey begun in October, 1753, was to prove fruitless.

Soon Braddock was in the New World beginning preparations for an attack on the French and their Indian allies. It was at Alexandria, in Virginia, that he collected his army. It was past Winchester and Wills Creek that Braddock marched on his way to a French and Indian ambush, a terrible defeat, and his own unknown grave. This disaster holds further romantic interest for Virginians because it was the same young Virginian, George Washington, who advised General Braddock in fighting the Indians to use the same methods which they themselves employed. Finally, it was Washington who took charge of the remnants of Braddock's demoralized troops after so many of his once proud army had been slain by the French and Indians who had been lying in wait for their enemy.

The defeat of Braddock left the western frontier open to hostile attacks by the Indians. Hasty preparations were now made to defend the west against those attacks. Forts were built, one of which was at Winchester, where Washington had his headquarters for several years after Braddock's defeat. Despite all precautions, however, Indians attacked the frontier settlements and such assaults were to continue even after the final defeat of the French under Montcalm at Quebec.

Those stirring events of the Revolution, which were to give birth to our nation, immediately recall the names of

many whose deeds of greatness have kept them before the public eye and who, therefore, need not be mentioned in this sketch. Suffice it is to say that Virginia may feel particularly proud of this conflict in which so many of her famous sons took such a prominent part. The capture of the Northwest Territory by George Rogers Clark, a Virginian, was a spectacular victory and one which was equally important in its consequences.⁵⁵

Virginians took an extremely important part in those labors and responsibilities incidental to the building of a new nation. A period of rapid growth was to follow and in a remarkably short span of years the young nation was ready to inflict a second defeat on what had been the Mother Country. This second victory in the War of 1812 marked the coming of age of our own country.

A victory over Mexico was a milestone in another period of progress and expansion which was to be brought to an end by the Civil War. The extremely important part which Virginia and Virginians played in this gigantic conflict was to insure her of a rich legacy of noble deeds in behalf of what at Appomattox became the "lost cause". Appomattox was a sad day for Virginia but a day which marks the beginning of a stronger union which was to be the basis of greater national achievement.

⁵⁵ Arthur C. Bining, Asa E. Martin and Morris Wolf, This Our Nation (New York, Newson and Company, 1950) pp. 108-09.

Virginia was to take an active part in the many inventions, discoveries and improvements which were to promote the welfare of our civilization. Some of the inventions had been made relatively early. In fact, it may be said that Virginians initiated a number of inventions and that this determination to improve man's lot spread to scientifically-minded men of other states. It was James Rumsey, for instance, who first successfully constructed a steamboat at Shepherdstown. Cyrus McCormick, (born in Rockbridge County, invented the reaper. This single invention was of inestimable value to those farmers the world over who raised wheat. An inventor who performed a great service for women was James Gibbs. This Virginian invented the sewing machine which did so much to lighten the labors of women.

Matthew Fontaine Maury was a distinguished scientist who made discoveries which helped seamen not only of his own state and nation but those who traveled the seas throughout the world. William Holmes McGuffey, for many years a professor at the University of Virginia became famous for his Eclectic Readers.

Virginia's responsiveness to the educational needs of her youth is the reason that those examples of individual contributions just cited are but typical of the many made by other leaders of our State. None knew better than Robert E. Lee the need of teachers and good schools and when after the war he was seeking a position in which he could most benefit his war impoverished State, it was to the field of education

that he turned.

Lee advised the youth of this and other southern states to forget all bitterness of the recent conflict and to work in harmony with their conquerors so that peace and prosperity might be restored. Many years have passed since this wise admonition. In following the precept and example of a beloved leader, our State has again arisen to a position of leadership and has been closely identified with the many interests of the union. We have since cooperated in the fighting of three wars and now share the manifold prosperity of a great and united nation. Virginians may boast of our good schools, great factories, prosperous business houses, modern hospitals, fine churches, productive farms, and beautiful highways. Also, we have a rich history of which we may be proud and which, when presented, is of great interest to those who dwell without our borders but who, on occasion, tour our State.

This brief sketch of but an infinitesimal part of our State history and, therefore, but suggestive in its implications will, it is hoped, encourage the reader to review mentally the many historical facts of which he has knowledge and which it becomes incumbent upon us to share as a contribution to the intellectual and cultural enjoyment of those disposed to visit our State.

CHAPTER III

It is a tribute to the diplomacy of Dr. Eckenrode that those of widely varied origins and outlooks may pass along the highways of our State and find some marker inscription which enables them to identify themselves with some person, some interest, or undertaking of which they may feel proud. While preserving historical authenticity, Dr. Eckenrode presents the history of our State in such a way that historical facts which may not redound to the credit of certain groups are submerged by a recognition of the worthwhile contributions made by those of similar identity. Thus, those having Indian blood who may be embarrassed by the depredations of some of their ancestors may find consolation in the fact that other markers honor the Indian, that members of that race are much respected, while Pocahontas is one of the most romantic of figures.⁵⁶

Those from the north who may wonder if a touch of bitterness remains in the hearts of Virginians over incidents of the Civil War may be reassured by the fair and dispassionate statement of military fact on our markers. Our visitors are made to feel welcome; that they may study history in its natural habitat as it were and be indelibly impressed by information relating to past events of interest

⁵⁶ State Historical Markers of Virginia, sixth edition, p. 136.

imparted to them on the soil rendered sacred by those very historical happenings. No doubt but that on occasion discretion urged Dr. Eckenrode to move cautiously lest he offend the sensibilities of people within our own State. A specific example may be found in the disregard of an interesting though tragic event transpiring in a small town of Carroll County. The directors of the marker project probably thought that the historical recency of the episode obviated the possibility of presenting it tactfully.

A study of the various marker subjects and their locations emphasize the fundamental facts of history with regard to our State. The results which we reach today might have been predicted years ago because of the very circumstances of which they are but a natural outgrowth. Tidewater, the first part of our State to be settled, was for many years its richest and most thickly settled natural division. As such, it had the largest number of political and religious leaders, the largest plantations and the finest homes and churches. In short, this region had the most important history. The great natural harbor of this region with four natural arteries of travel in its rivers, in addition to the Chesapeake Bay, caused it to receive a continued influx of immigrants which contributed to the condition already described.

With the coming of the Revolutionary War and the advent of the second great era of our history, those same natural advantages which had been used in producing a thriving colony now became the very means through which this new

civilization as troops from the Mother Country landed in Virginia. These same conditions prevailed and were intensified, if anything, during the Civil War and the beginning of the third important historical era, as the Tidewater section, became all important in the attempt to take Richmond. Thus, the decisive stage of two great wars was reached in this section. The primacy of the section continues to exist, too, in at least one respect: namely, Tidewater has more miles of through highway than any other section of our State. Since Tidewater has more history and more miles of highway on which to exhibit that history, it is logical to think that it should have more markers. Thus, State plaques designate more places of historical interest in this natural region than in any other section of comparable size. It is this conformity to the predictable which makes a study of our highway markers most interesting.

Casual attention to the Civil War Markers might lead the traveler to conclude that these plaques represent a miscellaneous number of individual engagements taking place during the great intersectional conflict. This conclusion would be erroneous. It is true that a number of single engagements are depicted which are unrelated to a general plan. An example may be found in Elizabeth City County where a marker points out the locale of the naval battle between the Virginia and the Monitor.⁵⁷ On the whole, however, these

57. Ibid, p. 202.

markers designate troop movements of armies engaged in campaigns as those of First and Second Manassas, Seven Days Battles and Fredericksburg. Logically considered, the various movements and conflicts depicted by the individual markers merge into the larger scale, more significant campaigns, which, in turn, mark the ebb and flow of Confederate fortunes.

Churches are of great interest to the public. Age and historical associations are the basis on which churches are selected as subjects of historical interest to be depicted on our highways. Typical of the especially appealing early Colonial Episcopal churches now standing, to which attention is invited through marker inscriptions, none is more certain to arouse interest than St. Peters in New Kent County. David Moccum, its pastor, known to have married George Washington and the widow Custis, and, as was thought by many in this very church, gave it the proper historical background.⁵⁸ For years St. Peters was known as the church in which Washington was married. When it was discovered that he was married elsewhere, possibly in the home of the bride, this church was often spoken of as the church in which Washington was not married.

Parson Moccum, who served as pastor of St. Peters for 40 years, seems to have been a great personality. Despite his unpredictable temper, which Bishop Meade readily excused

58 News item in Richmond News Leader, September 30, 1934.

on the grounds that the Parson "was four times married and much harassed by his last wife", this minister apparently did much to popularize his church. At the beginning of the Civil War, St. Peters was a prosperous church with a large attendance. It was much abused during the Civil War and a company of soldiers from Hartford, Connecticut wrote their names on its walls. Despite the fact that many of its members were either killed during the war or moved their membership, contributions, some of which were received from the north, made it possible to rebuild St. Peters.⁵⁹

Robert "King" Carter and the traditions which surround this remarkable man lend fame to Christ Church, Lancaster County, which "King" Carter himself built on the site of the original church built by his father, John Carter.⁶⁰

Among the members of Christ Church in Middlesex County to the south of the Rappahannock were the Chicheleys and Robert Beverley, father of the historian. The comparatively recent interment in its cemetery of ex-Governor Montague and the former Attorney-General Saunders add more interest to Christ Church in Middlesex County. These and other old Colonial Episcopal churches of Tidewater are the more interesting because of the vicissitudes of fortune to which

59 Ibid.

60 Henry I. Brock, Colonial Churches in Virginia, p. 46.

they have been subjected. A number of these were used variously as school houses and hospitals and even as stables by Federal troops.

Turning our attention to other religious faiths, we find that the arrival of Reverend John Craig, a Presbyterian minister from Ireland, marks the beginning of Presbyterianism in the Valley, as that pastor did much to propagate his faith in that section.⁶¹ Augusta alone has four markers designating churches, all Presbyterian, deemed to be worthy of special interest. The congregation of one of these churches to which the Reverend Craig ministered, that of Tinkling Spring, he found to be prosperous but "their leaders close-handed about providing necessary things for pious and religious uses."⁶²

The Presbyterian churches in the valley were customarily built of stone due to the availability of that building material in the valley. This is in contrast to Tidewater churches which were of brick. The fact that the valley churches were not abandoned after Braddock's defeat is a tribute to the courage of John Craig who insisted on remaining and bidding defiance to the French and Indians. Another famous church of the Presbyterian faith was Timber Ridge in Rockbridge County. About the time of the founding of this church there was sharp division between two factions of the

61 Ibid, p. 88.

62 Ibid.

church regarding outdoor revivals.⁶³ George Whitefield had introduced the practice of outdoor preaching. One faction called the "New Side" approved the practice. The other faction, however, the "Old Side" in the words of Brock, "opposed such goings on",

Lutheran churches are among those designated by our State marker system. According to the custom of the time, Alexander Spotswood purchased a storm-wrecked ship of Germans who had planned to settle in Pennsylvania. He had these indentured servants settle in Spotsylvania. There they built Hebron Church which we are told is the oldest Lutheran church in the country.⁶⁴ Many of the Lutherans later joined Presbyterian churches. Baptist and Methodist churches were founded too, in other parts of the State, which today have become very interesting subjects of our roadside plaques.

Old highways, taverns, birthplaces, old homes, and academies are to be numbered among the subjects used as marker interests. Many people are certain to respond to homes, rich in their historical associations, beautiful in their architectural design, and lovely in their surroundings.

The story of how a small academy with but twelve students and a single teacher became a great educational institution is a most inspiring narrative. In 1830, leaders of the

63 Ibid, p. 90.

64 Ibid, p. 94.

Baptist church in Virginia realized the need of a school in which to train the young men who were interested in the ministry. At the time there was no seminary in our State, so church leaders approached a certain young minister with the request that he undertake the instruction of young men who wished to enter the ministry. The young man, Edward Baptist, was well fitted for the work which he agreed to undertake. He had been graduated from Hampden Sydney College and had established a reputation as a scholar and pulpit orator.

The preacher turned teacher and for two years he instructed ministerial candidates at the farmhouse where he lived in Powhatan County. The school which was operated under the sponsorship of the Virginia Baptist Education Society and was known as the Dunlora Academy, was to last for a period of but two years. Edward Baptist resigned in 1832 and the school was moved to a large farm in Henrico County.⁶⁵ At its new location, near what has now become Bryan Park, the new school became the Virginia Baptist Seminary. A few years later another location and a new name was in order. This move brought the school within the city where at the present location of Belvedere, between Broad and Grace Streets, it became in 1840 Richmond College. At this time, theological training was abandoned. The school

65 Times-Dispatch news item, October 10, 1948.

remained on this site for a period of seventy-four years where it provided educational facilities for the young men of Virginia and other states.

In 1914, Richmond College moved to its permanent location in Westhampton and its administrative functions were enlarged to include the college of that name which had operated as a woman's college since 1870. Under the new administrative expansion the school became the University of Richmond. The school has continued to receive funds from Virginia Baptists and their support has enabled the University to grow to its present size. Thus, though the initial purpose for which little Dunlora Academy was established has long since been abandoned, strong material and sentimental ties continue to unite the University of Richmond with that religious denomination which had founded the famous old academy. It was these sentimental ties which urged leaders of the University to begin a search some years ago for the site on which Dunlora Academy, the parent institution, had stood more than a hundred years ago.⁶⁶ Dr. Boatwright, for many years President of the University, led in the search assisted by Dr. Garnett Ryland, Secretary of the Virginia Baptist Historical Society. The search for the original site, long since forgotten, was to be full of discouragement.

Finally, after much diligent effort, and with the assistance of Mrs. W. P. Jervey of Powhatan County, the little

66 Ibid.

that remained of the rotting foundation of Old Dunlora Academy was discovered in Powhatan County. Strangely enough, the site proved to be but a comparatively short distance from the boyhood home of Dr. Boatwright, whose father, Reverend Reuben B. Boatwright, had preached in the neighborhood. After the discovery, plans were begun to honor the spot on which the institution once stood with a historical highway marker.⁶⁷ At the dedication ceremonies, held soon afterward, Chancellor Boatwright and Congressman Watkins Abbitt, delivered the principal addresses at the highway site several miles from the academy ruins. Dr. Eckenrode presented the marker while Dr. Garnett Ryland delivered the benediction.⁶⁸

In presenting a chart indicating number and distribution of markers, a number of factors militate against the practicability of attempting a more accurate computation than has been achieved. In the first place, markers are being destroyed by accident from time to time and since no marker replacements are being erected at present the number of markers standing on a given date is necessarily affected. Changes in highway routes, too, render some ineffective, and these together with others which are removed for reasons of highway safety further deplete the number of roadside plaques. Further inaccuracies may arise in making interest divisions.

⁶⁷ State Historical Markers of Virginia, sixth edition, p. 122.

⁶⁸ Times-Dispatch, news item, October 10, 1948.

Cognizance has been taken of the varied phases of history to which the marker inscriptions relate and an attempt has been made to classify each according to the particular aspect to which it more nearly pertains. Usually this has been easy since most inscriptions pertain to but one phase of history. In other instances, the highway plaques are two or three-fold in their interest and may direct the attention of the reader to several aspects of history which may represent a chronological span of more than two hundred years. In the latter case, it may be difficult to determine the particular aspect to which the marker inscription primarily relates and a final decision may well be open to controversy. For instance, a marker erected at Malvern Hill in Henrico County, emphasizes the fame of the old mansion which once stood on that site. Inscription further emphasizes the prominence of this mansion in connection with events of both the Revolutionary and Civil Wars.⁶⁹ Since separate divisions have been made for markers relating to old homes and to the Revolutionary and Civil Wars, it becomes difficult to decide, not only to which class, but to which of the three principal periods (Vis., Colonial, Revolutionary and Civil War) this marker should be assigned. This overlapping of interests which might be called dual reference, often arises in connection with churches. A number of marker subjects classified as churches

⁶⁹ State Historical Markers of Virginia, sixth edition, p. 36.

seem to owe their prominence to a relationship with some event of the Civil War and might, therefore, be classified according to this topic to which they seem most related. Therefore, while it is not claimed that the computation which has been made is infallible as to total number, their classification, the number of markers within a classification, or the eras represent, it is believed that the degree of exactness attained is consistent with the foregoing considerations.⁷⁰

It will be readily seen that the congestion of a city might preclude the practicability of installing markers which might be run over by some vehicle or which, more seriously, might attract the attention of motorists and thereby create additional traffic hazards. Indeed, many cities either forbade the placing of markers within their limits or allowed them to be placed there under very strict regulations.⁷¹

The development of higher speed automobiles has apparently increased the precautionary measures of safety engineers who sought in this way to reduce the mounting motor fatalities. Therefore, the sites of many important historical happenings are unidentified and we find most of our markers erected in counties.⁷²

70 See Appendix.

71 Richmond officials have been reluctant to allow even four markers to be erected within her city limits. A very interesting article appeared in the August 22, 1947 issue of the Times-Dispatch in which the writer lamented a lack of identification of many places of interest within the city and pointed out that markers placed on the building line might not endanger traffic.

72 State-line and county-line markers of which there are approximately 275 are not included in this study.

CHAPTER IV

The reorganization of the State government was to have a sweeping effect on the marker project. Plans for this proposed reorganization had been under way for many months and extensive studies had been made by the Burch Commission, headed by former Senator Thomas G. Burch of Martinsville, and Griffenhagen and Associates.⁷³ On the basis of information gained from the reports of these specialists on State government, Governor Tuck, in January, 1948, recommended to the General Assembly the "telescoping" of seventy departments into fourteen.⁷⁴ The reorganization plan which the Governor recommended to the General Assembly, and which he predicted would save \$900,000 in capital outlay and \$500,000 in annual recurring expenditures, touched every phase of government.

Realization of the much discussed reorganization was further activated when, on being granted the necessary authority to carry out his proposal by the General Assembly, Governor Tuck, in April, 1949, appointed Charles J. Duke, Bursar of the College of William and Mary and who had served as a member of the Burch Commission, to make a further study of reorganization plans.⁷⁵ In his December report to the

73 Times-Dispatch, news item, March 9, 1947.

74 News Leader, news item, January 21, 1948.

75 Times-Dispatch, news item, April 25, 1948.

Governor, which was applauded in the editorial column of a Richmond newspaper, Mr. Duke was quoted as stating that the reorganization of the Department of Conservation and Development would save \$37,650 a year, lower its departmental operation 10.6 per cent, and reduce its personnel by nineteen employees.⁷⁶ The editorial concurred in the report with respect to the Division of History and Archaeology which Mr. Duke suggested be discontinued after June, 1950.

While taking note of the fact that the marker project had been so skillfully executed as to gain national recognition, the report pointed out that the Division had been organized originally for the sole purpose of erecting markers and that by 1934 approximately 1000 markers had been erected, while only some 400 had been erected thereafter. The report further stated, "It is the opinion of your staff and of a committee of outstanding professional historians in the State, whose counsel was sought by your staff, that the saturation point in the historical marker system has about been reached."⁷⁷

As to meeting the need of the limited amount of research in the future which might arise in connection with the marker project, it was stated, "Historical research can best be undertaken by the State Library in cooperation with the State's institutions of higher learning. By Statute the State Library

76 Times-Dispatch, editorial, December 29, 1948.

77 Charles J. Duke, Jr., "Report on the Headquarters Organization of the Department of Conservation and Development." Chief-of-Staff, Richmond, December 28, 1948, p. 24.

is responsible for preserving and publishing historical documents of Virginia. The State's educational institutions are staffed with competent and reputable historians and part-time services could be made available for historical research more economically on a project basis."⁷⁸

Cognizance was taken of the necessity of repairing, painting, and otherwise preserving the markers erected. In observing that these services had formerly constituted the duty of a full-time employee, in addition to a seasonal employee, the report continued, "In the course of this study it was apparent that the duties of the separate maintenance force to keep historical markers in good repair could be assumed by the field force of the Department of Highways In the past the Department of Highways has been called upon frequently when historical markers have been torn down or damaged. The Department of Highways has supplied working crews to the Division of History and Archaeology to assist the Division's field maintenance personnel. The approval of the Department of Highways must be obtained before any historical markers can be erected on the highways. For this reason, the responsibility for maintaining the historical markers in the State has been transferred to the Department of Highways."⁷⁹

In eliminating the Division of History and Archaeology, Mr. Duke directed that after January 1, 1949, the Division was to retain only one historian who, with a single clerk-

78 Ibid, p. 6.

79 Ibid, pp. 24-25.

stenographer, would carry out its duties until June 30, 1949. At the end of that date the clerk-stenographer was to be cut off and the historian was to remain until June 30, 1950.

Dr. Eckenrode did not await results of the reorganization report which had the effect of transferring the duties of erecting and maintaining the markers to the Department of Highways on March 15, 1949, and the research incidental to the project to the State Library on July 1, 1950. In November, 1948, it was announced that Dr. Eckenrode would retire on December 1. Later his retirement date was set at January 1, which enabled Dr. Eckenrode to round out twenty-two years of service in the employ of his native State.⁸⁰

In line with the Duke report, Mr. Wright, Chairman of the Conservation and Development Commission, agreed not to ask for additional funds with which to maintain the Division. On December 31, it was announced by Mr. Wright that Mr. J. R. V. Daniel, an employee of the Division since 1946, had been appointed to succeed Dr. Eckenrode and, in accordance with Mr. Duke's recommendations, would remain to look after duties of his office until its formal closing.⁸¹

Regarded from a detached standpoint arrangements thus made for the continuance of the marker project seem sensible.

⁸⁰ News Leader, news item, November 30, 1948.

⁸¹ Ibid, December 31, 1948.

A Times-Dispatch editorial commenting on its provisions termed it a logical plan and added that "confirmatory evidence is seen in the recent resignation of Dr. H. J. Eckenrode, director of the Division, effective this week."⁸² Certainly, the elimination of the Division of History and Archaeology effected an economy in carrying out the marker work since, instead of the five persons formerly engaged in the project, there is now but one and it is no longer necessary to maintain a separate office. On the other hand, it has been stated that an effective marker program cannot be maintained under the "unworkable Duke Reorganization Report" and that in view of this all-important consideration apparent savings cannot be calculated in terms of dollars.⁸³

Since the Reorganization Plan went into effect, fifty-one markers have been erected by the Highway Department on authority of the History Division of the State Library. A number of these markers were replacements. Five markers were paid for by the City of Lynchburg, while the cost of replacing a broken marker was defrayed by North Carolina which assumed responsibility for this damage. Due to a lack of aluminum, no additional markers have been ordered since March 23, 1951. Hence, the highway marker project remains in temporary suspension.⁸⁴

82 Times-Dispatch, editorial, December 29, 1948.

83 For a list of positions abolished and salary savings, see Appendix.

84 Letter from J. R. V. Daniel, January 14, 1952.

At what time the program will be recommenced is problematical. In the meantime, there are a number of subjects under consideration which would make very interesting marker subjects. One of these subjects is St. Paul's, the oldest church building in Prince William County from a standpoint of continuous service. This church was first Episcopalian and then Presbyterian. Prominently connected with events of the Civil War, it was used as a Confederate hospital and later as a stable by the Federals. More than one hundred Confederate soldiers are buried in its churchyard.⁸⁵ The Lewis-McHenry Duel of 1808, in which both principals were killed, resulting in the outlawing of duelling in Virginia, is the subject of a proposed marker to be erected in Montgomery County.⁸⁶ Final disposition of these and other proposed subjects await a more plentiful supply of aluminum which, in turn, depends on an unpredictable future.

In securing the proper basis on which to evaluate this work, it is thought important and altogether appropriate that differentiation be made between those facts which, when portrayed on highways, are attractive to tourists and which, therefore, are entirely in conformity with the original aim of the work and other facts which may be less sensational in their nature but more local and more important in their historical implications. Failure to differentiate between the more

85 Division of History, file no. 58.

86 Division of History, file no. 88.

sensational aspects of history and that which is more likely to have mass appeal on the one hand and other historical lore, which fulfills a more fundamental need on the other hand, is thought to be the foundation of some censure of the project. In keeping in mind the original purpose for which the program was begun, we are able to attribute a cause and effect relationship in certain instances and, therefore, to understand and sanction viewpoints which might otherwise be attributed to the whimsical fancies of those unmindful of some occurrences which, though local in nature, constitute a valuable addition to other historical facts which, considered as a whole, constitute our historical heritage. The original aim of the program gives it a certain national aspect which, at times, runs counter to local interests. It is at these points that possible criticisms may arise most readily. Those who but dimly remember why the project was started are those most likely to be most critical of its execution. It is in evaluating the highway plaques in terms of their intended role as effective agents in popularizing our State rather than as important instruments in disseminating historical facts of a more local nature that we gain the proper perspective which enables us to make a fair and impartial appraisal of the work which has been done and which may be seen on our roadsides.

Let us consider the many Civil War markers. According to some critics the Civil War receives far too much

attention. In merely glancing through the guide to Virginia markers, the subject becomes the object of monotonous repetition as a perusal of the bulletin reveals whole pages of marker inscriptions which are devoted entirely to the Civil War. Markers with reference to that subject, too, may seem monotonous to those who frequent highways adjacent to Richmond on which numerous Civil War markers are prominently displayed. It is readily understood how some individuals may think that the great struggle of 1861-65 is unduly emphasized.

The emphasis, which has been placed on intersectional strife, may be questioned both from certain psychological angles and from the standpoint of the historian seriously interested in diffusing important historical information. Might this emphasis on our Civil War be construed as a glorification of war? Does it prompt those who view the plaques dealing with the subject to live too much in the past? Most important of all, does it focus attention upon those persons and events relating to the destructive art of war to the exclusion of many of the more useful and constructive arts?

For instance, the exploits of Jubal A. Early as a warrior are emblazoned on a number of markers while Dr. Hunter McGuire, at one time Medical Director of the Army of the Shenandoah and who, after the war was ended, engaged in many constructive activities for the benefit of mankind is not

mentioned at all.⁸⁷ Similarly, General Hunter's, the northern general's campaign of pillage is widely publicized through our State marker project, while William McGuffey, a northern educator who settled in our midst and became widely known for his beneficence, receives no mention.⁸⁸ Therefore, while some individuals lament the relatively large number of Civil War markers and the effect of these markers, there is another side to the question.

Generally speaking almost everyone is interested in some phase of war. The movement of armies and, as it often appears to the uninitiated, the interesting journeys of large groups of men with the attendant implications of armed conflict invest military exploits with a halo of romance. Virginia is extremely rich in its Civil War associations. The removal of the Confederate Capitol from Montgomery to Richmond, of course, provided the magnet-like attraction which drew those hostile armies from the north. The prolonged attempt to take Richmond led to one of the most gigantic struggles in the history of the world for the possession of

87 This man, whose attainments in the field of medicine have been widely acclaimed throughout the nation, was born in the Shenandoah Valley at Winchester. During the war he is credited with organizing the "Reserve Corps Hospitals of the Confederacy" and perfecting the "Ambulance Corps". After the war he was a leader in establishing what is today the Medical College of Virginia, while he himself organized the St. Luke's Hospital. In addition, he wrote extensively on medical subjects.

88 Dictionary of American Biography (New York: Charles Scribner's Sons, 1943), pp. 57-58.

one strategic place. Massive armies entered the State to fight, cross and recross its boundaries. Many of the dead, friend and foe alike, were buried in Virginia cemeteries, while Federal prisoners of war were confined in that prison made infamous by circumstances - Libby Prison.

A great proportion of the great northern generals were at some time engaged in Virginia, while the Old Dominion supplied some of the most able and colorful southern generals who spent much of their effort in defending their home state. The colorful activities and untimely death of Jackson and Stuart have made them fascinating figures to north and south alike. The Shenandoah Valley is, of course, the locale of the famous "Valley Campaign" and the brilliance of its planning and execution have made it a "Mecca" to the militarily minded from many parts of the world.

In the great naval base of Hampton Roads, then, as now, the greatest naval base on earth, was fought the first battle between iron-clad ships - the Merrimac and Monitor. The Battle of New Market symbolizes the dash and bravery of the young V.M.I. Cadets who participated in that battle to save the Shenandoah Valley as the granery of the Confederacy. The last Battle of Cedar Creek is equally remembered by the Federals. It was in this battle that General Sheridan made his famous ride from Winchester to arrive on the battleground in time to turn the tide of conflict in favor of the Federals.

The Battle of the Crater at Petersburg is much publicized not only because of its relative importance but because of the sensational nature of the military exploit involved. This then is why our Civil War Markers are so interesting to those who visit in our State. A large percentage of our visitors probably had a great grandfather or some other near relative who fought in Virginia. Some of these tourists may even have a relative who was killed and perhaps was buried in our State. Regarded in this perspective, such areas, concentrated into a comparatively small area, may be revered as hallowed ground entrusted to our care, which we should preserve and properly identify, that people from distant places may come and view those spots which their forebears trod and on which they fought. Could those in charge of the project and entrusted with the duty of interesting tourists, neglect happenings related to the Civil War when these events were more likely to interest visitors than any other phase of our history? Should not everyone of the important facts relating to the war have been used as marker subjects under the circumstances? Also, could the avowed plan of Dr. Eckenrode to designate troop movements on highways have been effected with fewer plaques? These are the considerations which make us hesitate to state that there are too many plaques which concern those persons, places, and occurrences which pertain to the great conflict of 1861-65.

We now come to another possible criticism of the markers. Might any of them be considered trivial in their

historical relevance? This of course would be a nebulous type of criticism which would be hard to prove or disprove and the true validity of which would depend on a number of factors relating to public interest and known psychological facts. No phase of the marker question could be more controversial. To one individual the inscription of a plaque might be meaningful and engrossing, while to another person of different background, it might be meaningless and of little significance.

Let us consider a marker erected in Middlesex County of which the following is a part of the inscription: "Near here in June, 1608, Captain John Smith was hurt by a stingray while fishing in the river."⁸⁹ To the lover of history familiar with the early settlement at Jamestown this inscription recalls the terrible hardships of the first several years which were endured largely through the inspired leadership and courage of Captain John Smith. The great importance of Smith, then, to the welfare of the colony, attaches equal importance to one of his strange adventures.

It will be recalled that John Smith was very much interested in the New World to which the settlers had recently come. It was but natural then for one of his adventurous spirit and inquisitive mind to spend considerable time in exploring the country. This Smith did, going as far up the Potomac as the present City of Washington and as far up the Chesapeake

⁸⁹ State Historical Markers of Virginia, sixth edition, p. 100.

Bay as the present city of Baltimore. On one of these exploring trips near the mouth of the Rappahannock River he and his men beached their boat on a sand bank and attempted to catch some very strange-looking fish which had aroused their curiosity. These fish had long tails which closely resembled a saw. Finally, Smith was able to stick his sword in one after which he began to pull it towards him. Just as Smith was about to take it in his hand the fish wiggled his tail around and stung him severely in the wrist. A few moments afterward the spot on which he had been stung began to turn purple and Smith's arm began to swell. Soon his shoulder, too, began to swell and Smith became deathly sick. Convinced that he was going to die, Smith picked out a spot at which he requested his men to bury him. Finally, Smith began to get better and, after the wound was rubbed with a certain kind of oil, he soon recovered.⁹⁰

Not only is the incident just reviewed an unusual occurrence but one which might easily have had a disastrous effect. Death to Smith, the man who controlled the destiny of the little settlement, might easily have meant the extinction of that small colony to which we now proudly refer as the first permanent English settlement made in the New World. In thus analyzing in the light of its larger implications what at first might seem to be a trivial incident, we find that it gains tremendously in importance and significance.

A genuine liking for and understanding of history, and

⁹⁰ John Esten Cooke, Stories of the Old Dominion, p. 49.

the ability to see the relationship between events, are qualities which enable the student to see in the apparently trivial an incident of deep significance. No doubt that all of our Virginia marker inscriptions, if viewed through the discerning eyes of the historian, would be interesting and meaningful. For instance, let us think of two markers erected in Chesterfield and inscribed as follows:

Lee's Headquarters⁹¹

At the Clay home to the east Lee going to the defense of Petersburg, had his headquarters on June 17, 1864.

Advance of Petersburg⁹²

Here the Union Army of the James, on May 9, 1864, turned southward towards Petersburg.

These markers, if read hurriedly and without thought as to their deeper meaning, may seem trivial. Yet, these same markers may quicken the pulses of those individuals of an imaginative mind interested in military history and they may thrill to the sound of marching feet that trod that section almost a century ago. Many marker inscriptions which seem trivial at first may keep alive the flame of historical interest, help to relate events in their proper importance, give details or supplement known historical facts and thereby fulfill worthwhile needs.

The opinion has been expressed that many of the markers are too far from the interests with which they deal. According to this opinion markers should be preferably within

91 State Historical Markers of Virginia, sixth edition, p. 24.

92 Ibid.

sight of their subjects and at the most should be not more than two miles distant. In considering the above opinion, it is illuminating to give thought to the following facetious though truthful statement, "Headliners in history were unaccommodating when they selected out-of-the way places to perform the deeds which made them famous."⁹³ And further in the same article we read, "The Commonwealth of Virginia realizing that it is physically impossible to accommodate the main highways to history and still keep them as direct as possible, has moved her history to the highways."⁹⁴

Were we to subscribe to the belief that markers more than two miles from their historical sites are not effective we would be provided with a standard enabling us to divide the plaques roughly into three classifications. Those markers whose inscriptions bear the words "here", "at this point" or some other phrase indicating that the plaque is approximately at the subject would, of course, be ideal from a standpoint of location. Those markers which bear the inscription "near here", "not far from here" etc., or give an actual distance indicating that they are not more than two miles from their subjects, would be in a second class. The location of these plaques, while not ideal, would be satisfactory. The third

⁹³ The Highway Magazine, June, 1932, vol. XXXIII, no. 6, p. 1.

⁹⁴ Ibid.

class would include those markers which are more than two miles from their subjects and which would, therefore, be considered ineffective.

Doubtless, Dr. Eckenrode was keenly aware of the psychological advantage of putting the markers as close as possible to the historical sites to which they related. It follows that he was anxious to get this advantage. It often happened that inaccessibility made it inadvisable to erect memorials to certain episodes. In such cases, if previous plans had been made to recognize such spots, they were abandoned. In other instances the question as to whether a marker should be erected created the regrettable necessity of choosing between two evils - that of erecting no marker or of locating a plaque at a distance which they recognized as being a considerable distance from the subject to which it pertained. Probably they felt that failure to put up certain markers would constitute neglect of historical facts which would have unusual interest appeal to tourists. Mention may be made of the fact too that in all instances in which the markers could not be at the historic site they were located as close as possible to some secondary or other road leading to the actual site.

In any event, some of our most interesting memorials pertain to historical sites which lie a considerable distance away. For instance, the marker in Rockingham County depicting the Battle of Cross Keys is three miles removed from the

actual scene of the battle.⁹⁵ The plaque in King William County which relates to the Pamunkey Indians is eight miles from the reservation. Another marker of unusual interest - that erected to Montpelier and Madison's tomb - is five miles from its subject.⁹⁶ White House in New Kent County, Brandon in Prince George County, and Green Spring in James City County, average a distance of five miles from the markers which point out and recount the history of the famous old mansions.⁹⁷ A plaque honoring Patrick Henry, our greatest orator, is seven miles from the actual birthplace, while the plaque designating the site of the Westmoreland Association, one of the first united protests against the Stamp Act and whose resolutions were drafted by Richard Henry Lee, is seven miles from its interest.⁹⁸ Finally, that memorable surrender at Yorktown on which we base our independence is recounted on a roadside memorial seven miles away in Warwick County.⁹⁹ The number of markers which are more than five miles from the subjects to which they pertain is not large. A careful study of those markers, which are a comparatively long distance from their historical sites, seems to indicate that they were considered to be of such significance that

95 State Historical Markers of Virginia, sixth edition, p. 97.

96 Ibid, p. 96.

97 Ibid, pp. 43, 99, 127.

98 Ibid, p. 32.

99 Ibid, p. 129.

they should be brought to the attention of the public regardless of the psychological disadvantage of not being in close proximity to their subjects. It is not thought that the ends of justice would be served in criticizing Dr. Eckenrode for a procedure which seems to be perfectly proper.

Also, those in charge of the markers cannot be held responsible for the wide discrepancy which exists in the number of plaques placed in the different counties and cities. Facts of unusual interest were presented if it was thought that such events could be presented effectively on the highway. It often happened that little history worthy of note happened in a county. These counties could not expect to have markers commemorating important events when none had taken place in their vicinity.

In several particulars it is hoped that the work already begun will but mark the initiation of a policy placing greater emphasis on certain aspects of our history. For instance, only three of the markers mention individuals of the negro race. Since in the events to which two of the inscriptions refer, the good deed of one in informing and, therefore, preventing a possible massacre of the whites, is offset by the other in perpetrating that heinous crime it may be said that they, in effect, cross each other out and that the negro race is represented by only one marker - that erected to Booker Washington, the great educator and founder

of Tuskegee Institute in Alabama.¹⁰⁰ With this single exception, no marker designates the birthplace, the deathplace, or even a church, which relates to that race. It is true that their status as slaves for many years precluded the possibility of their making important contributions to history. It is equally true that since obtaining their freedom, the negro has made an advancement which is truly phenomenal. It is doubtful if comparable advancement has been made in an equal span of time by any other race in the history of mankind. Booker Washington's attainments in the field of education, George Washington Carver's genius as a scientist, and Richmond-born Bill Robinson's renown in the entertainment world, exemplify the amazing capacity of this race for improvement. Both from a standpoint of benefits which they have conferred upon society and their ambition to improve their lot, the negro is very far ahead of the Indian. While it must be conceded that the Indian is the beneficiary of a certain romantic attraction, it will be readily agreed that the Indian has shown a tendency to "revert to breed" and has shown but a fraction of the ambition and energy which has characterized the negro and which has enabled the latter race to make such astonishing progress through evolutionary stages of comparatively short duration. Numerically speaking too,

100 Ibid, p. 141.

the negroes in Virginia are far greater than the Indians. Yet, despite these facts, the Indians, aside from the many markers which concern their depredations, and which, therefore, are not of a laudatory nature, are given far more recognition as a race than are the negroes. In reflecting on our failure to acknowledge the benefits conferred by the negro we are reminded that the publicizing of this race largely awaited the enterprise of a northern man who, through the medium of music, so popularized their legends and habitat that the single word "Suwannee" is known around the world. Considerations of merit and the interest which they have aroused in other parts of the country indicate that these people might be the subjects of more markers. When the marker project is recommenced we may look forward to the possibility that the negro race will receive increased recognition in conformity with the more important role which his ability is enabling him to fill in our State.

In considering the apportionment of markers it is rather surprising to find that no marker is erected to a Catholic Church nor is a single church of this denomination mentioned in any of the plaque inscriptions. In explanation of this omission, it will be recalled that the "Glorious Revolution" in England stirred up a strong anti-Catholic reaction and as a result the Catholic religion was not tolerated in Virginia at that time.¹⁰¹ Then when Catholics came to

¹⁰¹ Reuben Gold Thwaites, The Colonies 1492-1750. Epochs of American History, (thirtieth impression; New York: Longmans Green and Company., 1925), p. 76.

Virginia in some numbers they had a tendency to settle in urban areas in which we have but comparatively few markers.

Appropriate attention is called to certain places of unusual beauty which have been connected with the history of our State. Other marker inscriptions, while dealing primarily with other phases of interest refer incidentally to the attractions of nature which are to be found within the borders of Virginia. It is especially appropriate that markers have been erected to Virginia's state parks. Through these markers the stranger on our highway is directed to sites where he and his family may spend a restful vacation amidst the beauty of our State. It is pleasing too to find that the highway traveler is informed of the three great natural pathways through which the early pioneers passed as they turned their faces to the setting sun and adventures in a new home to the west. The gateway most known to eastern Virginians is the Potomac. The natural pathway best known by those living in the western part of the State is that which was used by Daniel Boone and which is a natural pass through the Cumberland Mountains. The most romantic gateway, however, is probably that of Goshen Pass which was used by General Andrew Lewis in defeating the Indians at Point Pleasant.¹⁰² It will be remembered that it was through "aisle of nature's temple" that the body of Matthew Fontaine Maury was born on its way to Hollywood Cemetery in Richmond.

¹⁰² Samuel Kercheval, A History of the Valley of Virginia (4th edition, Strasburg, Virginia, Shenandoah Publishing House, 1925), pp. 114-15-16.

CHAPTER V

We may now turn our attention to the so-called "natural wonders" and consider what effort has been made to bring them to the public attention. Broadly speaking, we might consider many lovely spots, particularly those in the Shenandoah Valley as being "natural wonders". Strictly speaking, however, this phrase is more often used in referring to those places of a more stupendous and awesome natural beauty and those which are more often commercialized. Virginia has a number of places which might fall under this classification but only one, Natural Bridge, is the subject of or is mentioned in our marker inscriptions.

It is easy to explain the acceptance of Natural Bridge as a subject for marker commemoration. At one time worshipped by the Indians as the "Bridge of God" this stupendous creation has many times been classed as one of the seven natural wonders of the world. Then, too, its association with Thomas Jefferson, who, in 1774, purchased it with other lands for the sum of twenty shillings gave it the proper historical background.¹⁰³ The unusual and refreshing touch which nature gives to history in this particular makes us wish that more such extraordinary places of attraction were made the center of attention. Mountain Lake, "Silver Gem of the Alleghanies", is strikingly

¹⁰³ State Historical Markers of Virginia, sixth edition, p. 54.

lovely in its unsurpassed location, while the Peaks of Otter and the Cyclopean Towers are unusual creations of the forces of nature. No doubt but that the use of these or comparable scenic wonders as marker subjects would arouse great interest. Also, the natural caves of the Shenandoah Valley are unusually good examples of the marvels of nature. It is likely that the average motorist would welcome the occasional straying from the more conventional political, social, and economic considerations to include natural history in its sphere of attention. Yet, it is readily understood why recognition of such places might have been thought to be without the scope of the marker project. In the first place, until the advent of modern motoring facilities, the mountainous areas were comparatively inaccessible and were customarily thought to be the beneficiary of but little historical association. While the latter belief may be true it is equally true that investigations concerning the caverns have unearthed a number of historical facts, which, when combined with the geological processes involved in the making of these caverns, paint a weird and mystical story with a charm uniquely their own.

The whites knew of the subterranean cavities before the Revolutionary War. It was not until after the forming of our nation that there was any extensive exploration. Thomas Jefferson was among the early leaders of our country who became interested in caves.¹⁰⁴ Some years before, however,

104 Times Dispatch, news item, August 18, 1946.

a most unique and novel discovery had initiated the interest in these underground chambers. In February, 1804, a hunter variously referred to as Weirs, Weire, or Weyer, saw a groundhog which he had been hunting enter a cave.¹⁰⁵ Thinking he would be able to trap the animal, he himself entered the cave where he found to his surprise what seemed like a still larger cave leading into the darkness. Using a light-wood fagot in further exploration, the hunter found to his astonishment that what he had at first thought to be an unusually large cave was, in reality, but the entrance to an immense underground chamber. Weyer told his strange find to friends and more extensive explorations took place. We now know that Weyer had found the entrance to the Grand Caverns of the Shenandoah. By 1836 the young people of the community were beginning to hold their dances in this underground spot.

Explorers were very much excited at finding a very ancient grave in one of the caves.¹⁰⁶ We have evidence, too, that the Blue Grottoes near Harrisonburg were known and used by the Indians. Pieces of burned fagots and Indian relics of war have been found there. Appropriately enough the chamber in which these articles were found has been named the Indian Room. The coming of the Civil War brought more history and additional enchantment to these caverns, because both Federals

105 Kercheval, op. cit., pp. 327-339.

106 Times-Dispatch, news item, July 11, 1937.

and Confederates are known to have hidden there and otherwise used these caves. Some years ago the United Daughters of the Confederacy were asking assistance in identifying Confederate soldiers whose names may be plainly seen on the walls and stalagmites of the Virginia Caverns where they were inscribed almost a century ago.¹⁰⁷ It has been said of these inscriptions, "In Virginia Caverns is the most remarkable Confederate War memorial in America, a memorial made up of signatures of Southern soldiers carved in subterranean stone. Like the 40,000-year old Cro-Magnon carvings in caverns in France and Spain, the Confederate carvings, protected from wear and tear of sun and wind and rain, 40,000 or 100,000 years from now should be as distinct and clear as when put there by young Confederates during the War Between the States. These underground carvings will remain a memorial to the Confederacy long after above-ground Confederate monuments have crumbled to dust."¹⁰⁸

This is a part of the fascinating story of our caves presented with such details as seem to commend it for possible use as marker subjects in a section whose natural romantic attraction has been almost obscured by an emphasis, no matter how deserved, on details of the Civil War.

Certain of our rural and urban industries have important and interesting histories and the publicizing of these facts

107 Times-Dispatch, news item, February 4, 1937.

108 Ibid.

through our marker inscriptions would seem to be consistent with the purpose for which the project was initiated. Certainly, the dissemination of such relevant information might do much to brighten the economic outlook in our State and attract those representatives of labor and business who might be considering Virginia as a future home. Those counties in close proximity to and just west of Norfolk are famous the world over for their peanuts and Smithfield hams. The Albemarle section and the Shenandoah Valley are well known for their apples which have a ready sale in countries as far distant as Europe. Rockingham County, in this vicinity, is not only the center of a great turkey raising industry but the important experiments which were carried out in that county and which made possible the thriving business are fascinating. Petersburg has great trunk factories and, like Suffolk, has important peanut factories. Large cotton mills are located in Danville while the same city may boast of its large tobacco market. Certain sections of southside Virginia have a soil which is unexcelled for its production of bright tobacco. There are large textile mills just outside of Richmond. In addition, John Rolfe's plan of commercialized tobacco has reached its undreamed of fruition as Richmond, but a few miles removed from the site in which tobacco was first planted by the whites, has become the largest tobacco manufacturing city in the world.

Failure to publicize a number of important facts is apparently related to a seeming disinclination to publicize

other noteworthy events which have transpired at a comparatively late date. While historical facts occurring during the three great periods of our history - the Colonial, Revolutionary and Civil War eras, receive an enormous amount of attention through the roadside plaques, scant attention is paid to those years since the Civil War. Interest in our State has doubtless been increased tremendously as inscriptions along the highway have surrounded persons and events of a distant past in a haze of romance. The history of three great periods have been presented most effectively and present great sentimental appeal. There are many people of a practical turn of mind, however, who exhibit but little interest in having their future pathways guided by the light of those experiences which took place many years in the past.

Many people with but little thought for the distant past may be vitally concerned in the happenings of a more recent date. We do not have more than several dozen markers which deal with those events which have taken place since the Civil War. Therefore, it may be wondered if more attention might not have been given to history of a more current nature. Would it not have been fruitful of results to have publicized those facts of a more recent and practical nature which would have portrayed Virginia as a prosperous, growing State, rich in its resources and affording abundant opportunities to those willing to make it their home. The plaque inscriptions are eloquent memorials of the past. Are those inscriptions comparably effective in conveying those facts

which convince their readers that Virginia is a land of future opportunity?

No doubt but that much frustration was experienced in a work of this kind and success of the project represented victory over various hardships. In some cases there were events which met every standard of worthiness but their sites were too far removed from a primary highway on which they might receive public attention. Conversely, there were in other instances available highways but no appropriate history which might be displayed on them. A lack of authenticated records at times proved a serious handicap. Despite the vast amount of research involved, however, until lately the authenticity of but one marker has ever been questioned. During the past summer the subject of one of these markers became the center of controversy, the details of which are unusual in the extreme.

The marker subject around which this sensational bit of current history has been woven is that of General Daniel Morgan of Revolutionary War fame.¹⁰⁹ According to all available evidence, General Morgan is buried in Mt. Hebron Cemetery in the City of Winchester. The marker inscription to that effect in Winchester is supposed to be based on authentic information and its validity had never been questioned. During the summer of 1951, considerable interest and some concern was aroused among the historically minded of our State at the

¹⁰⁹ State Historical Markers of Virginia, sixth edition, p. 207.

renewal of the attempt to remove the remains of that legendary hero. A revival of the controversy ensued when patriotic citizens of Cowpens, South Carolina, insisted on taking the body of General Morgan to South Carolina and interring it at the scene of his great triumph over the British on January 17, 1781.¹¹⁰ A committee from Cowpens presented their old argument in stating "Morgan is our hero". To this Virginians readily replied that Morgan was buried where he wished to be interred, in a Virginia burial ground guarded "in death as in life by six other Revolutionary War heroes who formed themselves into a bodyguard and were pledged to follow wherever he led."¹¹¹

Colonel Bryan Conrad of marker fame, a resident of Winchester but away at the time, jumped squarely into the controversy in sending a telegram to his fellow townsmen. The telegram read, "Hold General Morgan. Winchester has produced but two generals in 150 years and I don't want to be lonesome when I reach Mt. Hebron."¹¹² Thus matters stood when out in the mid-west there arose a new consternation-producing angle. The Missouri Historical Society produced a coffin plate bearing the inscription, "Taken from the coffin of Major-General Daniel Morgan whose remains were this day exumed after having lain in the ground sixty-six years. Winchester, Virginia, June 13, 1868."¹¹³

110 "Who Gets the General's Body?" Life, 31:53, September 31, 1951.

111 News Leader, news item, August 31, 1951.

112 Times-Dispatch, news item, August 19, 1951.

113 News Leader, August 31, 1951.

What was the significance of this new find? Investigation revealed that the plate was given to a St. Louis Museum in 1920 by Harry F. Hefner of that city. Hefner did not remember where he had gotten the plate. He did recall that it had formed part of a museum display prepared by Dr. Alfred F. Hopkins who now lives in Texas. When contacted there, Dr. Hopkins stated that the coffin plate clearly indicates that the remains of Daniel Morgan, once interred in the Winchester Cemetery have not been in that resting place for a period of eighty-three years.

Acceptance of Dr. Hopkins' theory immediately raises more questions than it answers. Either the disinterment - if indeed this act has taken place - was legal and would therefore have been a fact most likely known to all, or the body was stolen, in which case every attempt would have been made to keep the ghoulish theft a secret. In considering the former possibility, it is difficult to see how the body of so popular a hero could have been exhumed for the purpose of burial elsewhere without at least arousing such a popular outcry as to find itself into local, if not state and national news. In considering the latter possibility, it is only logical to assign some motive for the crime. Who stole the body, for what reason was it stolen, what disposition was made of the remains? Finally, and most illogical of all, why should thieves steal the body and then advertise their ghoulish deed by removing the coffin plate for public scrutiny?

Questions of even a more sensational nature arise in connection with the finding of the coffin plate out west.

How could anyone come into possession of so unusual a relic as a coffin plate without questioning its origin or without remembering the identity of its donor? The fact that the plate bore the name of so distinguished a man causes the whole story to assume added improbability. How, too, could a learned professor receive so unusual a gift for exhibit without questioning its implications?

Even more improbable, how could an exhibit of this nature be viewed by the public without the news finding its way back to Virginia and Winchester? It would seem probable that the coffin plate in question is a counterfeit prepared for what purpose it is difficult to imagine. An editorial in the Richmond News Leader advised that the good people of Winchester should obtain and use a disinterment permit. Read the editorial, "A decent respect for the historical verities (there has been mighty little respect for General Morgan's bones in the current feud) should prompt an investigation to determine what, if anything, lies beneath the marble slab at Winchester where by common belief the General is supposed to be buried."¹¹⁴

Despite the acclaim won by his original and creative labors, Dr. Eckenrode is not certain of the wisdom of certain methods which he used in carrying out his project. He is, however, certain of one thing: Were he to begin the project again, he would take Washington as a starting point in numbering the roads instead of Richmond, and all markers on roads

¹¹⁴ News Leader, editorial, September 1, 1951.

leading south would be designated by an "E" symbol. Of this mistake Dr. Eckenrode says, "those things you learn afterwards." Also, Dr. Eckenrode thinks that markers on roads running east and west should be designated by an "S" symbol. Dr. Eckenrode admits, too, that he made one mistake regarding historical facts. A marker erected in Warren County designating a certain road as the road used by General Braddock in going to Fort Duquesne proved to be an error. Even to this day, however, the highway continues to be known as "Braddock's Road". This is the only instance in which the authenticity of his work has ever been questioned successfully.

PART II

THE MARKING OF HISTORIC SITES IN OTHER STATES

Results of inquiries to authorities of the various states, with respect to state supported highway marker work being done in their states, has brought the following results:

Ten states did not reply to the inquiry, an omission which probably indicates that no program of that nature is being carried on in those particular states. The states from which replies were not received are: Arkansas, Connecticut, Indiana, Louisiana, Minnesota, New Mexico, Ohio, Oregon, Rhode Island and Texas.

Replies indicate that fourteen states have enacted no legislative program for the erection of markers. These states are: Alabama, Arizona, California, Colorado, Florida, Idaho, Iowa, Maine, Michigan, Nebraska, Nevada, North Dakota, South Carolina and Utah. The replies are not to be construed as meaning that historic sites are not being marked in these states. As a matter of fact, the designation of historically interesting spots is a work which is being carried on literally throughout the length and breadth of the land. Most of the markers, too, are being erected on the highways. Maine, for instance, has most interesting markers along the trail taken by Benedict Arnold on his way

to Quebec.¹ Florida, too, has a number of markers.² Markers in both of these states have been initiated and financed mostly by members of the D.A.R. The Lincoln Highway Association has placed a number of markers in Nevada designating the trails used by the Pony Express Riders.³ Native sons of the Golden West and native daughters of the Golden West have erected markers which have added much to the interest and attractiveness of California highways.⁴ The interest shown by patriotic and historically-minded organizations of these and other states in marking their historic sites is probably indicative of the fact that their various legislative assemblies may be stimulated to legal enactment leading to a state-wide publicly supported system of carrying out this important work.

Michigan is among the states reporting special interest in identifying its historical spots of interest as a publicly supported program. Repeated requests to their General Assembly for the funds which would enable them to erect markers have met with failure, so the Historical Society of Michigan has "limited its participation to furnishing historical data, suggestions, and participating in the dedication of memorials furnished by local or other groups."⁵ Interest of

1 Letter from Margaret A. Whalen, July 25, 1951.

2 Letter from Dorothy Dodd, July 23, 1951.

3 Letter from Fred G. Greulich, August 31, 1951.

4 Letter from Eleanor H. Morgan, August 14, 1951.

5 Letter from Emaline Ourada, August 7, 1951.

the people in securing public funds for marking important sites is to be found in a state law permitting the boards of supervisors of the counties to appropriate sums of money to mark sites of public interest in their own counties. Such sums are not to exceed \$100 in any given year and are, of course, raised through local taxation.

The only assistance rendered by Nebraska in connection with the marker project is through its highway department in providing turnouts for sites at which markers have been erected. Highway markers in Nebraska have been erected entirely at the expense of the D.A.R. and other patriotic organizations. The Nebraska Historical Society, however, is hopeful that the State may accept the responsibility of financing a marker program at some future date.⁶

North Dakota is another state whose authorities recognize the need of a state-wide, publicly supported marker system. The State Historical Society has erected a number of markers but many sites of great interest remain to be suitably identified, not only for the traveler, but for residents. It is hoped that legislative enactment may enable the Highway Department to assume this responsibility.⁷ We now turn to those states which have been engaged actively in commemorating their historical sites through a system of

6 Letter from James C. Olson, July 25, 1951.

7 Letter from Russell Reid, August 28, 1951.

markers designed for that purpose.

In the past small legislative appropriations supplemented by larger sums raised through the benevolence of private individuals has enabled the D.A.R. in Missouri to erect markers at historically significant places. More than sixty granite boulders placed along the Santa Fe and Boone's Lick Trail were financed in this way. It is interesting to note that these granite boulders were erected between 1910 and 1913. The state legislature has recently authorized the appropriation of \$10,000 to be spent in erecting markers along its highways.⁸

The marking of historical places in West Virginia began under provisions of the W.P.A. during the thirties. Approximately 350 markers were installed and have been maintained by the State Road Commission. At one time a marker booklet was issued which gave the location and the inscription on each of these markers. The cost was \$5.00. This booklet or Guide is no longer published.⁹

Officials studying the possibilities of the marker project in Illinois realized its need in stating, "Those interested in history - those who have found relaxation, intellectual occupation and perhaps inspiration in the study of the past - will not need to be convinced of the desirability of promoting wider knowledge of the history of Illinois and greater interest in the State's story. Other

8 Letter from Floyd C. Shoemaker, July 31, 1951.

9 Letter from Eleanor J. Cook, July 23, 1951.

states - notably Virginia - have demonstrated that one of the surest means of attaining these ends is a system of historical markers along the highways."¹⁰

Since the project was begun in Illinois during the depression years of the early thirties arrangements were made for cooperation between several agencies in a plan designed to erect markers "at practically no cost to citizens of the state."¹¹ In accordance with this plan, markers were cast in the shops of the Pontiac Reformatory under the direction of the State Supervising Architect. About seventy markers had soon been erected by the Highway Department and were to be maintained by the same Department. The small initial cost was met by the Illinois State Historical Society and it was estimated that the only cost to the State would be the iron pipe standards on which the markers were placed and the small cost of repainting the markers occasionally.¹²

It has been impossible to learn details of marker work which has been done in Maryland through correspondence with officials of that State. The man who began the work died before its completion leaving records which were "vague and disorganized." A desire to recommence the program of marking historical sites has arisen in certain quarters but no definite decision has been reached and, at the present writing,

10 Paul M. Angle, "Historical Markers for Illinois Highways", Illinois State Historical Journal, 27, no. 1: 110, April 1934.

11 Loc. cit.

12 Ibid.

the program has not been resumed.¹³

Georgia is one of the several states in which the marking of historical sites was first begun as a W.P.A. project. A grant of \$13,000 in Federal funds in 1935 enabled Georgia to finance the manufacture of memorial tablets. These memorial tablets were manufactured in the foundry at Georgia Polytechnic Institute. A commission was appointed to select places at which these tablets were to be placed. At the expiration of this work, no further plans were made until the 1950 General Assembly created a commission which will undertake the work of marking historical sites in the future.¹⁴

Twenty-three highway markers have been erected in the State of Washington. W.P.A. labor was used in the construction of the signs for this program which was begun in 1939. Materials and supervision was furnished by the Department of Highways and the State force erected the markers.¹⁵ The use of peeled logs, erected upright and supported in the ground by rock masonry, presents a rustic appearance which is further accentuated by cedar planks fastened together and forming a panel bearing an appropriate inscription which is suspended from a cross-piece, harmonizing with the peeled

13 Letter from John P. Trimmer, July 27, 1951.

14 Letter from Mary G. Bryan, July 24, 1951.

15 Letter from Sidney Walsh, August 28, 1951.

uprights. The large rectangular-shaped panels having measurements somewhat in excess of eight feet in length and six feet in width provide space for ninety-five words made up of three-inch letters burned into the wood by means of the ancient art known as pyrography. Resistance to weather conditions and an improved appearance are gained by applying a mixture of shellac and alcohol to the markers with an air brush.¹⁶ Later two coats of varnish are used in emphasizing the natural grain and the dark appearance of the burned wood. Landscaping and other attention to the natural beauty of the Washington Highways provides a proper setting for their historical markers.

In 1926 appropriations were made and a commission was formed in New York to erect markers in connection with the celebration of the sesquicentennial of the Revolution. Appropriately enough this commission was interested primarily in the marking of Revolutionary sites. Appropriations were sufficient to cover the manufacture of many markers which were installed by patriotic societies and other groups interested in their State history. The inscriptions of these memorials are very condensed. After completion of the initial work the commission was abolished but its duties were taken over by the State Historian. No systematic record of the markers erected has been kept. A tentative list now available groups these markers according to counties.¹⁷

16 "Historical Markers", (Washington State Department of Highways, Olympia), n.d.

17 Letter from Milton W. Hamilton, July 26, 1951.

Historians engaged in this work, however, call attention to the fact that a list now being compiled will give these memorials by highway routes for the convenience of travelers.

But little work has been done in Wisconsin on their historical marker project, initiated in 1943, and under which their first markers were erected in that year. The program was soon brought to an end by World War II.¹⁸ The rustic wood-carved markers, too, were unsatisfactory because they were often copied by private industry in the advertisement of resorts, roadside stands, etc. For the past several years, the Wisconsin Committee on Sites and Markers has been engaged in selecting those sites most worthy of commemoration and look forward to the near future when they expect to erect metal markers at the sites deemed to be most noteworthy.¹⁹ These markers will be made of aluminum and either of two designs may be used depending on the location and available space at the proposed place of installation. The larger marker, having sufficient space for 150 words, is intended for use on public owned lands as the areas adjacent to highways which have a comparatively large amount of space while a smaller marker, permitting the use of approximately sixty-five words, is designed for use in cities or at sites in which there is less space.²⁰ Prices of these markers are

18 Letter from Raymond S. Sivesind, July 24, 1951.

19 "Wisconsin Historical News", (State Historical Society, Madison, March 1951), p. 2.

20 "Wisconsin Official Marker, a Guide", (Wisconsin Markers and Sites Committee, Madison, April 1950), pp. 2-3.

comparatively high as the larger marker costs about \$166 while the smaller marker costs approximately \$87. In considering the importance of marking their historic sites, the historically-minded citizens of Wisconsin cite the words of Dr. Albert B. Cory, State Historian of New York. Said Dr. Cory: "All of us have an obligation to encourage a deep respect and understanding of those things, events and people in the past which give so much meaning and lead to so much understanding of our way of life today."²¹

As in most states, the marker project in Pennsylvania is one of the components of an integrated attempt to conserve the historical heritage of the State. The marker project of Pennsylvania was begun in 1946.²² The program was supported by legislative enactment and appropriations. Administration was in the hands of the Pennsylvania Historical and Museum Commission, although this body worked in close cooperation with societies and individuals interested in history. The first markers were erected by the State Highway Department in September, 1946.²³ Since that year, approximately 1050 markers have been erected. Of that number, seventy-five have been of a smaller make which were manufactured for and

21 "Wisconsin Historical News", loc. cit., p. 7.

22 Guide to the Historical Markers of Pennsylvania, (Harrisburg, Pennsylvania Historical and Museum Commission, 1948), p. iii.

23 Loc. cit. (It will be noted that this was exactly nineteen years to the month from the date Virginia erected her first markers.)

used in cities and other places in which less space is available for their erection. Pennsylvania, as Vermont, has used its State colors in designing an attractive color scheme for its markers which are of aluminum mounted on cement posts with aluminum covers. Also, Pennsylvania has installed a number of approach markers which consists of a 15 by 21-inch aluminum plate with the inscription, "History Marker Ahead".²⁴

A special committee created in 1928 to prepare for the "Tercentenary of the Founding of the Massachusetts Bay Colony", which was to be celebrated in 1930, stated, "Thousands of tourists will come here in 1930 to pay their tribute to the shrines of America's beginnings. Every spot of historical significance should be properly marked"²⁵ An expenditure of \$15,000 was authorized for the marker project and the Department of Public Works was asked to have the plaques manufactured and erected. It was decided that the markers were to be erected entirely in the area occupied by the original Bay Colony and that inscriptions were to relate exclusively to events which took place before 1750. The inscriptions were prepared by the Tercentenary Commission, "indicating the ancient ways of the Puritan times", while the cast iron markers and posts of a similar material on which the markers were to be installed were manufactured in a

24 Letter from Glenn A. Mower, August 1, 1951.

25 Letter from Dennis A. Dooley, August 9, 1951.

foundry at Carlisle, Pennsylvania.²⁶ These plaques, described as very much like those of Virginia, North Carolina and Delaware, were made in two sizes, the larger of which weighed 200 pounds, while the smaller weighed 165 pounds. Commenting on work done in Massachusetts in designating its historically important places, Dennis A. Dooley, State Librarian writes, "Dr. H. F. Eckenrode and E. O. Fippin, of the Conservation and Development Commission of Virginia, gave valuable information and advice in the early stages of the program."²⁷ No plaques have been erected in Massachusetts for approximately twenty years. The Department of Public Works will endeavor to keep the markers already erected, painted and in good repair, but has no further plans for designating important places within the State.

The Highway Department of Wyoming has erected fifteen historical monuments. Present plans are to erect ten additional monuments each year until the more significant historical and geographical points have been marked. In Wyoming, unusual interest is taken in identifying places of geographic interest. Thus, we find that markers in that State describe such natural wonders as "Wedding of the Waters", "Dinosaur Graveyard", "Shoshone Canyon" and "Devil's Tower".²⁸

In 1930 the legislature of New Jersey authorized the

26 Ibid, p. 2.

27 Loc. cit.

28 Letter from T. D. Sherard, August 16, 1951.

erection of markers and appropriated a sum of money to be used by the Historic Sites Commission which was created for the purpose of directing this work.²⁹ A large number of markers were erected between the years 1930-41, after which the scarcity of metal made it necessary to discontinue the program.³⁰ The work of identifying its historical sites through the erection of metal highway markers has not been recommenced in New Jersey since the war, due to a lack of funds, and as yet no tentative plans have been made for its resumption.

The General Assembly of Delaware passed an act in 1931 which authorized the erection of historical markers within the State and appropriated the sum of \$20,000 to be used in defraying its expense. Under authority granted him by legislative act, the Governor appointed a Historic Markers Commission, the members of which were to remain in office until 1933.³¹ After consulting various authorities, the Commission decided to have two types of markers manufactured. Those of the bronze type were to be secured to houses or boulders while the metal markers were to be erected at suitable sites on the highways of the State. Two of the bronze tablets which had

29 Letter from Olga G. Atkins, July 31, 1951.

30 The markers of New Jersey, as those of New York, have been erected according to counties instead of highway routes as in most states. Figures as to the total number put up throughout the State are unavailable.

31 Guide to Historic Markers in Delaware, (Delaware: Historic Markers Commission of Delaware, 1933), pp. 4-5.

been manufactured were secured to boulders while a total of twenty-five bronze tablets were affixed to houses. One hundred and fifty-two metal markers were erected on the highways. The latter type of markers and the posts on which they are installed are of cast iron. The background of the metal markers was painted with aluminum and the lettering was painted with black paint.³² At the expiration of their work an attractive guide was published by the Commission giving a list of all highway markers including their code numbers, location according to highways and the text of all inscriptions. Reads the preface to this guide, "With the system of excellent roads of which the State boasts and with the assistance of this booklet, it is hoped that visitors, as well as native Delawareans, may gain some knowledge of those men and events which have made the State conspicuous in our local and national history."³³ No markers have been erected in Delaware for many years and so far as can be ascertained all of the work of thus identifying its historical sites is regarded as completed except the maintenance of plaques already placed.

The marker project in North Carolina began in 1935 when the General Assembly of the State authorized the program, the duties of which were to be shared by the Department of Conservation and Development, the Historical Commission and the

32 Ibid.

33 Ibid.

Highway and Public Works Commission. Representatives of North Carolina acknowledge assistance received from Virginia in stating, "Officials of the Virginia State Commission on Conservation and Development generously co-operated in launching the North Carolina program."³⁴ The first of North Carolina's markers were erected in 1936 and, despite the fact that a lack of funds brought the work to a standstill at one time, 294 plaques had been installed by March 1, 1940. At the time, the thought was expressed that at least several hundred additional markers would have to be erected before the project even approached completion.³⁵ Since that time a considerable number of plaques have been erected along the highways. These markers and various techniques employed in their installation closely resemble those of Virginia to whom she is admittedly indebted in planning her own program.

Unlike the method used in Virginia, however, North Carolina divided the State up into districts in preparation for erecting its markers.³⁶ There are seventeen districts in all and each district is represented by one of the first seventeen letters of the alphabet. Markers in each of these districts are numbered chronologically as they are erected. The first marker erected in "A" district bears the code number A-1.

34 North Carolina Department of Conservation and Development, "Guide to North Carolina Historical Highway Markers", second edition, (Raleigh: North Carolina Historical Commission, 1940), pp. 3-4.

35 Ibid.

36 Ibid., 1949 edition, pp. 3-4.

while the first marker erected in "Q" district bears the code number Q-1.³⁷ Authority to authorize the erection of markers is vested in representatives of North Carolina's institutions of learning which meet every few weeks to consider sites proposed for marking and to pass on and correct inscriptions which have been submitted for their approval. Every precaution has been taken to insure that all inscriptions are based on proved and indisputable facts. Of great importance in North Carolina's marker program is a guide which provides an alphabetical list of all plaques and gives the inscription of each.

The erection of historical marker in Kansas was first sponsored by the State Chamber of Commerce.³⁸ The work was taken over by the State in 1940 when the Governor authorized the Director of Highways to erect fifty markers at sites suggested by the Kansas State Historical Society. Later six additional markers were installed bringing the total erected to fifty-six. These markers were of rustic wood and bore inscriptions of as many as 150 words. Some of these wooden markers have been replaced with metal markers.³⁹ Those in charge of the program feel that Kansas is sufficiently rich in its history to justify the installation of several hundred markers.

37 Ibid.

38 "Inscriptions on Kansas Historical Markers", The Kansas Historical Quarterly, Topeka, Kansas: 1941. p.3.

39 Letter from Lela Barnes, July 25, 1941.

Financial considerations, however, have brought the program to a close and at present there are no plans to reopen it.

South Dakota does not have an accurate account of the number of markers made in the shops of the State Highway Commission and erected on the roads by workers of the Highway Department. It is complained, however, that this type of marker, which was manufactured at small expense of wood, depreciates rapidly and the State has already begun the installation of the type of aluminum plaque which it hopes to use exclusively in the future.⁴⁰ South Dakota has endeavored to compensate for a lack of turnouts by the use of marker signs warning the traveler that he is approaching a highway marker. These approach signs are of cast aluminum and are 24 by 15 inches. The background is brown while the letters and figures are in yellow. The reverse of the approach signs contains two figures - that of the sun and a coyote.⁴¹

The erection of historical plaques in Oklahoma is a joint undertaking of the Highway Department and the Oklahoma Historical Society. Other interesting facts regarding the program in this State are unavailable.⁴²

Tennessee has begun a program for designating its historical sites which calls for the installation of approximately 200 metal plaques each year. The Tennessee Historical

40 Letter from Will G. Robinson, July 31, 1951.

41 "The Wi-iyohi", South Dakota Historical Society, August 1, 1951, n.p.

42 Letter from Hollis G. Haney, July 25, 1951.

Commission is at this time especially interested in the sites of Civil War battles. The director has recently selected places for marking designed to "show the continuity of different campaigns".⁴³ In carrying out this plan, sites have been marked already illustrating interesting facts regarding the campaign conducted between Hood and Schofield in 1864. Another series of markers will depict Nathan Forrest's raids into the western part of Tennessee during December, 1863.

The Vermont Historic Sites Commission was created by an act of their State legislature in 1947. In addition to the development of shrines and carrying out other labors incidental to the preservation of Vermont history, this Commission has erected seventy-five markers.⁴⁴ The State colors of green and gold were used in designing these attractive metal markers which are placed at sites deemed to be worthy of identification. Of the approximately \$21,000 spent in historical work since authorization of the program, \$8,000 has been spent on highway markers, with an additional expenditure of \$2,000 in publishing a guide book to the markers and shrines. Details of the work are handled by one research historian and a clerical worker enabling the office to sift suggestions received from the public, make a survey of the State and plan work to be undertaken by the Commission.⁴⁵ The Commission emphasizes the

43 Letter from Campbell H. Brown, July 25, 1951.

44 Letter from Harris W. Soule, July 24, 1951.

45 "Historic Sites Commission, Report for Biennium Ending June 30, 1950," Montpelier, p. 8.

fact that the number of places worthy of special recognition is limited and that all sites likely to be approved will probably receive a marker within the next two years. Those interested in this historical work comment on its value, "Communities throughout the State will gain economically from the development of local historic sites of statewide interest because the thousands of persons attracted to these places will not only leave money but, what is more important, good will."⁴⁶

Kentucky began a program for marking its historical sites in 1947. Since that time twenty markers have been erected at sites selected by the Kentucky Historical Society.⁴⁷ Twenty additional places of interest remain to be identified similarly. The plaques are to be maintained by the Highway Department.

Work on the historical marker project in Mississippi has an interesting and inspiring history of its own. A bill creating the Mississippi State Historical Commission and authorizing the erection of markers at sites of historical interest was passed by the State legislature in 1948.⁴⁸

46 Ibid, p. 6.

47 Letter from Bayless E. Hardin, August 13, 1951.

48 This Commission was to include one senator who was to be appointed by the Lieutenant Governor and one representative who was to be appointed by the speaker of the House of Representatives. Mississippi is the only State, so far as can be determined, in which members of their legislative body also serve as members of the State Historical Commission.

Realizing that the \$9,000 appropriated by the legislature was inadequate to defray all expenses of the program, the Commission was thrown largely on its own resources in providing for the erection of markers. In planning for the required economy of operation, it was decided to ask citizens in the various localities in which the markers were to be placed to assume the duty of installing them. In executing this plan, each member of the Commission was made responsible for the erection of a certain number of plaques.⁴⁹

Costs of transporting the markers to various points in the State called for further resourcefulness. This problem was met successfully by having the markers sent from the factory in Marietta, Ohio, to the highway district offices, where through arrangement with the Highway Department, the engineer of each district delivered the markers to the individuals who were to install them. Using these methods, the sixty-two aluminum markers, costing \$92.50 each and making up the first factory order, were erected through a plan of public cooperation and public participation tending to increase not only appreciation of their history but affording splendid training in citizenship.⁵⁰ At a meeting of the Commission in

⁴⁹ William D. McCain, First Biennial Report of the Mississippi State Historical Commission, July 1, 1948 - January 1, 1950, Jackson, Mississippi, 1950, p. 10.

⁵⁰ It may be noted too that local communities often arranged and participated in such appropriate ceremonies in connection with erecting the highway markers as were conducive to increased common interest and a feeling of mutual accomplishment in its successful completion.

March, 1950, it was discovered that a sufficient balance existed to permit the purchase of fifteen additional markers. At that time, it was expected that these markers would be installed in the next few months. The State Historical Commission hopes to continue the program and it is their desire that all important historical sites be eventually designated by a highway sign.⁵¹

Various organizations have erected so many markers in New Hampshire that a booklet has been published listing them.⁵² The State of New Hampshire, however, did not begin a large-scale, state-financed program of designating its historical sites until 1951. It was decided to use bronze and, since that material is scarce at this time, wooden markers have been erected for the present. It is hoped that the Highway Department, which has charge of installing the plaques, may be able to replace them later with markers of bronze. Those interested in the program feel that the installation of temporary wooden markers may be an advantage, since errors in inscription may be detected and corrected before placing the permanent bronze tablets.⁵³

S. K. Stevens, Pennsylvania State historian and president of the American Association for State and Local History,

51 Letter from Charlotte Capers, July 25, 1951.

52 Route Guide to New Hampshire's Historic Houses and Markers of the Colonial Period Up to 1776, (National Society of the Colonial Dames of America in the State of New Hampshire), 70 pp.

53 Letter from R. Maurine Brunner, July 25, 1951.

expresses the opinion that "Montana undoubtedly has the most unique system of historical markers to be found anywhere" ⁵⁴ A large sign erected at the State line of all highways leading into Montana introduces the traveler to these markers in the following words;

"HOWDY STRANGER"

You are coming into the heart of the West where you will cut a lot of mighty interesting old time trails. Just turn your fancy loose to range the coulees, gluches, prairie, and mountains and if your imagination isn't hobbled you can people them with picturesque phantoms of the past.

We have marked and explained many of the most interesting historical and scenic spots along the highways. Watch for them and help us to preserve these markers.

Here is wishing you lots of luck and many pleasant miles in Montana.

MONTANA STATE HIGHWAY COMMISSION ⁵⁵

Montana has erected fifty-three large, attractive, rustic wooden markers which are particularly appropriate to publicize important historical happenings of a state having wide open country. Most of these marker inscriptions refer to incidents taking place when the country was truly "wild and wooly". ⁵⁶

A summary of the more important practices and methods set forth in the preceding study of the historical marker project as it has been conducted throughout the nation, in states

54 S. K. Stevens, "History by the Wayside", American Heritage, 1-2: p. 18, September, 1949.

55 Historical Markers, State Highway Commission of Montana, foreword, n.p.

56 Ibid.

extending from New Hampshire to Washington and from South Dakota to Mississippi, yields some interesting facts. Twenty-four states, including Virginia, are known to have taken part in the project while a number of states are hoping to have such a program in the future. In New York and Massachusetts, the move to designate important historical places was begun incidental to the observance of state anniversaries. Georgia and Washington began their programs as W.P.A. projects. Missouri erected the first historical highway markers involving the use of state funds. These markers were erected between 1910 and 1913. Materials used have varied from the granite boulders placed beside Missouri highways to the sign-on-post metal markers used first by Virginia and New York at about the same time in their extensive historical highway programs, but in which Virginia did such original, outstanding, and systematic work in appealing to the interests of tourists as to be acclaimed even by the New York Times as the originator of the "History on Wheels" modern historical highway marker. Massachusetts, New Jersey, Delaware and Maryland soon began their own program copying methods used by Virginia. Officials of Massachusetts and North Carolina acknowledge their indebtedness to Virginia in starting their own State programs.

Massachusetts and Delaware used cast iron in the manufacture of both their markers and posts while New Hampshire is the only state known to favor bronze in her future historical markers. Wisconsin, South Dakota, Kansas, Washington and

Montana have used rustic wood in their program. Although the nation's most picturesque markers have been made from this material, Wisconsin, South Dakota, and Kansas have turned to metal because wood markers have to be repainted often, deteriorate rapidly and have a life expectancy of less than ten years. There is a growing tendency throughout the nation to use metal - especially aluminum. Twelve states, including Virginia, are known to use aluminum at present. Pennsylvania and Vermont have used their state colors in designing attractive aluminum markers. South Dakota has already used approach markers while Pennsylvania is planning their employment. Pennsylvania and Wisconsin have designed their markers in two sizes, one of which is to be used in the city while the other is to be used in the country. A number of states have followed Virginia's lead in providing guides for their markers and today North Carolina, Delaware, Vermont, Pennsylvania, Kansas, Montana and South Dakota have published attractive guides to their markers.

The number of markers erected by various states extend from the fifteen and twenty-three erected by Wyoming and Washington respectively to the uncounted thousands erected by New York.⁵⁷ Virginia and Pennsylvania are probably second and third with approximately 1300 and 1000 installed respectively. New York has extremely short inscriptions, while Wisconsin and Kansas inscriptions often consist of as many as 150 words.

57 List of New York markers.

Washington's markers are thought to be largest in size. Known expenditures of various states in beginning their program vary from the "no initial" outlay of Illinois to the approximately \$18,000 expenditure of Virginia during the first year of installing markers. Methods used by Mississippi in carrying out her marker program are economical, resourceful and most effective in inviting state-wide public participation, interest and support. Greatest participation in the highway marker program has occurred in the Middle Atlantic States where all states have engaged actively in the program.⁵⁸ Least participation is to be found in the Southwestern states.⁵⁹ No state of that group is known to have taken part in a state-supported program.

Today the program of erecting markers is inactive in New Jersey, Kansas, Maryland, Delaware and Massachusetts. Lack of funds is the chief cause for this inactivity. Neither of these states expresses disappointment at the results achieved. Most of these states will probably reopen their program while in five states - Missouri, Mississippi, New Hampshire, Georgia and Tennessee - a system of state-supported markers has been inaugurated but recently. At present, Tennessee has the most ambitious program for marking its historical sites.

58 States referred to are: New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia and West Virginia.

59 States here referred to are: California, Nevada, Utah, Colorado, Arizona and New Mexico.

In evaluating Virginia's claim to primacy in the historical highway marker program and the extent, therefore, to which the Old Dominion may have influenced other states, it is well to weigh the relative merits of related work carried on first in Missouri and later in New York at about the same time a similar program was being started in Virginia. Commenting on the ineffectiveness of the early marking of historical sites, such as was presumably done in Missouri, Dr. S. K. Stevens, Pennsylvania State historian and director of the marker project in his own State, explains that the early materials used made the reading of inscriptions difficult and that the stone or bronze tablets, or column was "often planted about with shrubbery, which did an effective job of hiding it from public view."⁶⁰ This possibly explains the reason that the early historical project in Missouri received so little attention and which neither prompted other states to begin such a program nor was able to contribute to the programs of other states once they were started.

New York markers met many requisites of a modern historical highway marker. The material used was metal, the plaques were placed on the highway in appealing to tourists and the inscriptions were concise and readable. New York's possible claims to primacy in this unique method of designating significant places, however, is seriously marred by the fact

⁶⁰ S. K. Stevens, "History by the Wayside", American Heritage, 1-2: 16, September, 1949.

that her program has been severely criticized. Dr. Stevens remarks that New York's legends are poor and that the subjects selected are often too local. Dr. Stevens adds that even "New Yorker's are free to admit that their program suffered from a lack of careful planning".⁶¹ Mr. Hawes, an authority on markers and President of the Sewah Studios in which large numbers of metal markers are manufactured, says quite frankly, "New York has some of the most unsatisfactory markers in the United States".⁶² According to Mr. Hawes, plaques have been erected at too many places in New York in which there has been no interesting history to justify them.

On what, it may be asked fairly, may Virginia lay claim to primacy regarding the historical highway movement of the nation? In answering this question, it will be remembered that even today officials of two states mention the assistance rendered them by Virginia while, no doubt, other states would willingly acknowledge a similar indebtedness through the proper officials had these men not died or had they not been replaced by others who were unacquainted with or who were unwilling to admit the help received from another state. Writing of work done by various states in designating its historical places, Dr. Stevens has this comment, "Virginia's markers in particular have attracted nation-wide attention.

61 Ibid, p. 18.

62 "Conference on Historic Marking", Michigan State College, Lansing, May 21, 1951, p. 3.

Hundreds of thousands of travelers through the "Old Dominion State" have paused to read the black and white highway markers⁶³ Thousands of letters of inquiry received in Virginia from individuals, societies, organizations and state officials throughout the nation, who sought information as to how they might begin a similar program in their own state, is indicative of the interest which Virginia markers aroused. Finally, the subsequent beginning of almost identical programs in other states using much the same methods and techniques first employed in our own State is conclusive evidence of the tremendous influence which the marking of historical spots in Virginia had on the similar endeavors of a nation. Dr. Eckenrode claims to have established but one precedent - that of being the first to mark military campaigns and troop movements by markers placed on the highways. Our study tends to prove that this claim is entirely too modest and that Dr. Eckenrode might claim for his native State the honor of being the "father" of the highway marker project.

Dr. Stevens is authority for the statement that "The long range result of the marker of today will be a lesson in Americanism for the thousands of persons who travel American highways. This lesson will be made apparent to many people in the community and in the state in which markers are located

63 Stevens, loc. cit., p. 16.

64. Ibid, p. 57.

who never realized that theirs was the locale for something which played an epochal part in the drama of America's evolution as a land of liberty and opportunity."⁶⁴ It is idle probably to speculate on the possible effect which the marking of historically significant sites in Virginia has had eventually on the tremendously increased interest manifested by our nation in its past. Certain it is that long before the advent of the "Freedom Train". Virginia had its own "Freedom Train" in reverse which, through the medium of those viewing our markers, was disseminating not only important bits of Virginia history throughout the nation but, more important, was instilling and inculcating in our visitors the desire to start such in a program in their own state that the historical heritage of their own homeland might combine with the historical lore of other states to become the common heritage of all.

64 Ibid, p. 57.

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APPENDICES

APPENDIX I

ORIGINAL HISTORY ADVISORY COMMITTEE

from

Executive Journal*

February 1, 1926 to January 31, 1930

Secretary of Commonwealth (p. 131)

April 1, 1927

Appointed and commissioned as a member of the Advisory Committee on Historical Markers of the Bureau of Archaeology and History, at the recommendation of the State Commission on Conservation and Development, to each of the following persons:

Dr. Douglas S. Freeman	Richmond
Dr. J. A. C. Chandler	Williamsburg
Dr. H. R. McIlwaine	Richmond
Dr. P. A. Bruce	University
Dr. R. L. Morton	Williamsburg
Dr. D. R. Anderson	Lynchburg
Dr. J. P. McConnell	East Radford
Dr. W. J. Wayland	Harrisonburg
Dr. S. C. Mitchell	Richmond

Attest:

M. W. Hutchinson

Harry F. Byrd

Secretary of Commonwealth

* Executive Journal is available in the State Library.

APPENDIX II

HISTORY ADVISORY COMMITTEE AS OF 1949

- Mr. D. A. Cannaday, Radford College, Radford.
- Mr. Randolph W. Church, Virginia State Library, Richmond.
- Col. E. Griffith Dodson, State Capitol, Richmond.
- Dr. J. D. Eggleston, Hampden-Sydney.
- Dr. Wilmer L. Hall, Virginia State Library, Richmond.
- Dr. W. Edwin Hemphill, World War II History Division,
Charlottesville.
- Mrs. Rose MacDonald Skoggs, Berryville.
- Dr. W. H. T. Squires*, Norfolk.
- Dr. E. G. Swem, Williamsburg.
- Rev. W. Clayton Torrence, Virginia Historical Society,
Richmond.
- Dr. John W. Wayland, Madison College, Harrisonburg.
- Hon. Alexander W. Weddell*, Richmond.
- Dr. Maude K. Woodfin*, Westhampton College, University of
Richmond.

*Deceased.

The above information from A Hornbook of Virginia History, (Richmond: The Division of History of the Virginia Department of Conservation and Development, 1949), n.p.

APPENDIX III

YEAR BY YEAR APPROPRIATIONS VOTED BY THE LEGISLATURE TO
DEFRAY EXPENSES OF HISTORICAL MARKER PROJECT¹

<u>Year</u>	<u>Amount of Appropriation</u>
1927	
1928	
1929	
1930	\$20,770
1931	\$20,670
1932	\$19,220
1933	\$19,220
1934	\$17,005
1935	\$17,005
1936	\$17,005
1937	\$17,005
1938	\$17,780
1939	\$17,400
1940	\$18,355
1941	\$18,355
1942	\$18,770
1943	\$18,170
1944	\$21,775
1945	\$21,595
1946	\$25,505
1947	\$21,545
1948	\$27,065
1949	\$22,465

¹ Funds from Publicity fund first used. Regular appropriations began 1929.

Figures on previous page from Report of Controller.

Figures with regard to years 1927, 1928 and 1929 cannot be exact. It is felt safe, however, to guess that figures for those years are pretty well in line with those of subsequent years. The following figures have been taken from minutes.²

Summary of expenditures as of November 17, 1927.

History:

Salaries - - - - -	\$ 9640.79
Travel - - - - -	1953.48
Markers - - - - -	2678.02
Supplies and Equipment	<u>3169.91</u>
	\$ 17442.20

Taking the average yearly expenditure for the first three years as \$20,000 (estimate) we arrive at the following estimate of the total cost through 1949:

\$369,680	- total cost of all years from 1930 through 1949.
60,000	- cost of project for first three years.
<u>\$456,680</u>	- total cost of operation of project through 1949.

It may be noted from the preceding that yearly appropriations for the project ran from \$17,005 to \$27,065 with an average yearly expenditure of approximately \$20,000.

² Minutes of Conservation and Development Commission, November 22, 1927, p. 5.

APPENDIX IV

Positions Abolished³Virginia Conservation Commission
Division of History and Archaeology

<u>Position</u>	<u>Salary Saving</u>
Director (His. VIII)	\$ 4,624.00
Clerk Stenographer C	2,227.20
Assistant to Director (His. VIII)	4,200.00
Assistant Director (His. VII) Part-Time	2,656.08
Field Assistant (His. VII)	3,768.00
Trade Helper (Seasonal)	328.00
Art Index Clerk (His. VII) Part-Time	1,488.00
	<u>\$19,291.28</u>

³ Charles J. Duke, Jr., "Report on the Headquarters Organization of the Department of Conservation and Development". (Chief-of-Staff. Richmond, December 28, 1948), p. 1.

APPENDIX V

PHASES OF INTEREST REPRESENTED BY HISTORICAL MARKERS⁴

<u>Phases of Interest</u>	<u>Number of Markers Representing This Phase</u>
1. Civil War	271
2. Revolutionary War	48
3. Places (other than homes, buildings, towns, etc.)	75
4. Towns	79
5. Churches	78
6. Homes, estates, plantations	146
7. Birthplaces	22
8. Deathplaces (graves, graveyards, burial grounds, tombs)	18
9. Taverns, inns, hundreds	18
10. Institutions (schools, academies, colleges, universities)	30
11. Roads and highways	15
12. Rivers, creeks, fords, swamps, etc.	24
13. Persons	33
14. Forts, arsenals	42
15. World War I	2
16. Mines (coal, iron, gold, salt, furnaces)	11
17. Indian	22
18. Court Houses	17
19. Mills	6
20. Organizations, expeditions, events	14
21. State parks, recreation centers	18
22. Miscellaneous buildings (other than court- houses, mills) as shrines	5
23. Ferries, landings, bridges, wharves, etc.	<u>18</u>
	Total - 1012

⁴ This study represents all markers erected in counties and cities exclusive of state-line and county-line markers.

APPENDIX VI

DISTRIBUTION OF MARKERS ACCORDING TO CITIES⁵

<u>Number of Markers</u>	<u>Cities</u>	<u>Total Number</u>
22	Norfolk	1
15	Petersburg	1
12	Lynchburg	1
9	Portsmouth	1
8	Winchester	1
4	Charlottesville, Hampton and Richmond	3
3	Danville and Roanoke	2
2	Bristol, Fredericksburg, Harrisonburg and Radford	4
1	Alexandria, Colonial Heights, Martinsville, Newport News, Staunton and Waynesboro	6
0	Buena Vista, Clifton Forge, Falls Church, Hopewell, South Norfolk, Suffolk and Williams- burg	7
		<u>27</u>

5 It will be noted that "Number of Markers" in each instance is followed by a list of cities having that particular number of markers while figures to right indicate total number of cities in that marker-group classification.

APPENDIX VII

RELATION BETWEEN NUMBER OF CIVIL WAR MARKERS AND TOTAL
NUMBER OF MARKERS⁶

<u>City</u>	<u>Total Number of Markers</u>	<u>Number of Civil War Markers</u>
Norfolk	22	5
Petersburg	15	1
Lynchburg	12	8
Portsmouth	9	0
Winchester	8	3
Charlottesville	4	0
Hampton	4	1
Richmond	4	2
Danville	3	2
Roanoke	3	0
Bristol	2	0
Fredericksburg	2	1
Harrisonburg	2	1
Radford	2	0
Alexandria	1	0
Colonial Heights	1	1
Martinsville	1	0
Newport News	1	0
Staunton	1	0
Waynesboro	1	0
	<u>98</u>	<u>25</u>

6 This study includes all markers which have been erected in cities of Virginia.

APPENDIX VIII

DISTRIBUTION OF MARKERS ACCORDING TO COUNTIES⁷

<u>Number of Markers</u>	<u>Counties</u>	<u>Total</u>
44	Hanover	1
37	Henrico	1
29	Chesterfield	1
26	Fairfax	1
19	Prince William and Spotsylvania	2
17	Frederick, James City, New Kent, Orange and Westmoreland	5
16	Caroline and Gloucester	2
15	Clark and Fauquier	2
14	Culpeper, Dinwiddie, Loudoun, Nansemond and Surry	5
13	Charles City, Lee, Prince George, Rockbridge, Shenandoah, Smyth and Stafford	7
12	Albemarle, Campbell, Charlotte, King and Queen and Prince Edward	5
11	Tazewell	1
10	Augusta, Botetourt, Brunswick, Essex, Lancaster, Louisa, Norfolk, Warren and Wythe	9
9	Madison and Warwick	2
8	Amelia, Bedford, Isle of Wight, Montgomery, Northampton, Scott and Southampton	7
7	Goochland, Halifax, Nottoway, Rockingham and Wise	5
6	Accomac, Cumberland, Elizabeth City, Giles, King William, Middlesex, Nelson, Roanoke and Russell	9

⁷ It will be noted that "Number of Markers" in each instance is followed by a list of counties having that particular number of markers while figures to the right indicate total number of counties in that group classification.

DISTRIBUTION OF MARKERS ACCORDING TO COUNTIES (Continued)

<u>Number of Markers</u>	<u>Counties</u>	<u>Total</u>
5	Appomattox, King George, Mecklenburg, Patrick, Powhatan, Pulaski, Rappahan- nock, Richmond and Washington	9
4	Alleghany, Buckingham, Fluvanna, Grayson, Northumberland, Pitt- sylvania and Sussex	7
3	Amherst, Bland, Henry and Princess Anne	4
2	Dickenson, Floyd and Franklin	3
1	Bath, Buchanan, Carroll, Craig, Greensville, Highland, Lunen- burg, Mathews, Page and York	10
0	Arlington and Greene	<u>2</u>
		<u>100</u>

APPENDIX IX

RELATION BETWEEN NUMBER OF CIVIL WAR MARKERS AND TOTAL
NUMBER OF MARKERS⁸

<u>County</u>	<u>Total Number of Markers</u>	<u>Number of Civil War Markers</u>
Hanover	44	27
Henrico	37	27
Chesterfield	29	13
Fairfax	26	15
Prince William	19	11
Spotsylvania	19	9
Frederick	17	11
James City	17	2
New Kent	17	3
Orange	17	6
Westmoreland	17	0
Caroline	16	7
Gloucester	16	0
Clarke	15	6
Fauquier	15	9
Culpeper	14	7
Dinwiddie	14	3
Loudoun	14	6
Nansemond	14	3
Surry	<u>14</u>	<u>0</u>
	387	165

⁸ This study limited to twenty counties having larger total number of markers.

APPENDIX X

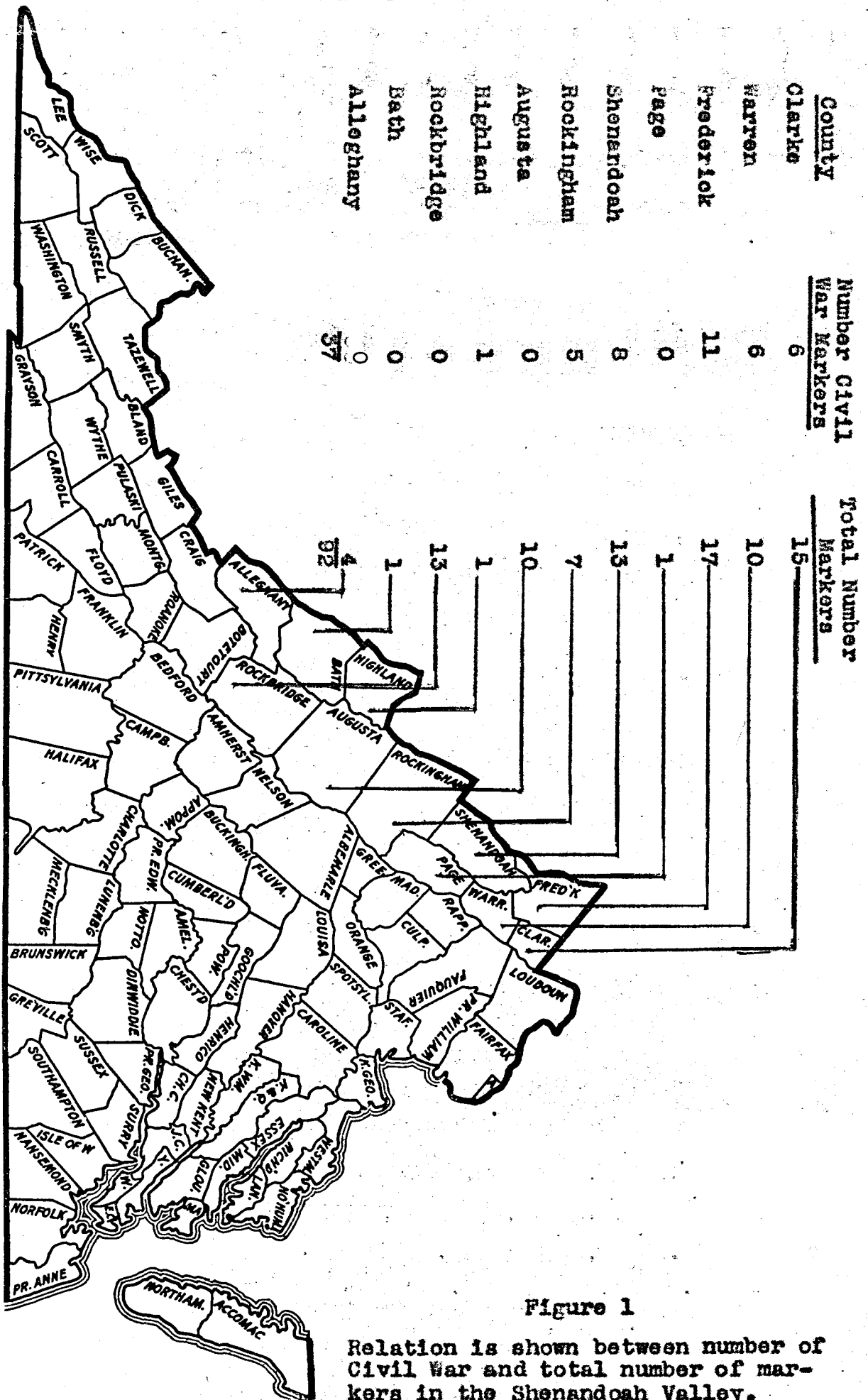


Figure 1

Relation is shown between number of Civil War and total number of markers in the Shenandoah Valley.

APPENDIX XI

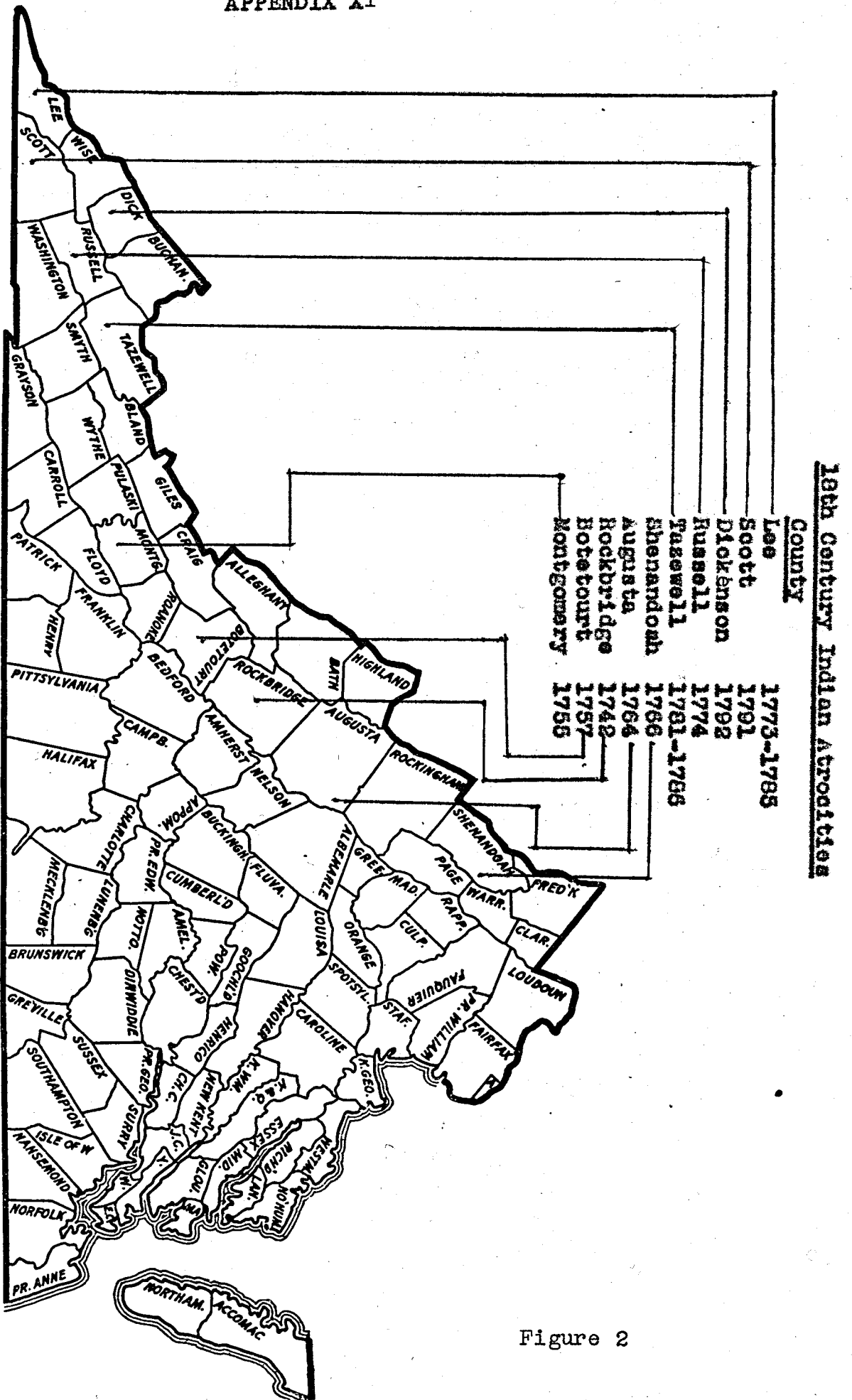


Figure 2

Historic churches and homes, subjects of marker interest, which were open for inspection during Historic Garden Week in Virginia, April 11-28, 1961.

Cities - Petersburg - Blandford Church. Richmond - Wilton.

Counties - Northampton - Hungers Church

Princess Anne - Eastern Shore Chapel

Gloucester - Churches; Abingdon & Ware. White Marsh & Cappahosick

Westmoreland - The Washington Home

Charles City - Westover, Shirley, & Berkeley

Prince George - Brandon

King George - Barnion

Stafford - Aquia Church

Loudoun - Oak Hill

Orange - Montpelier & Montbello

Clark - Old Chapel

Albemarle - Monticello, Ash Lawn, & Castle Hill

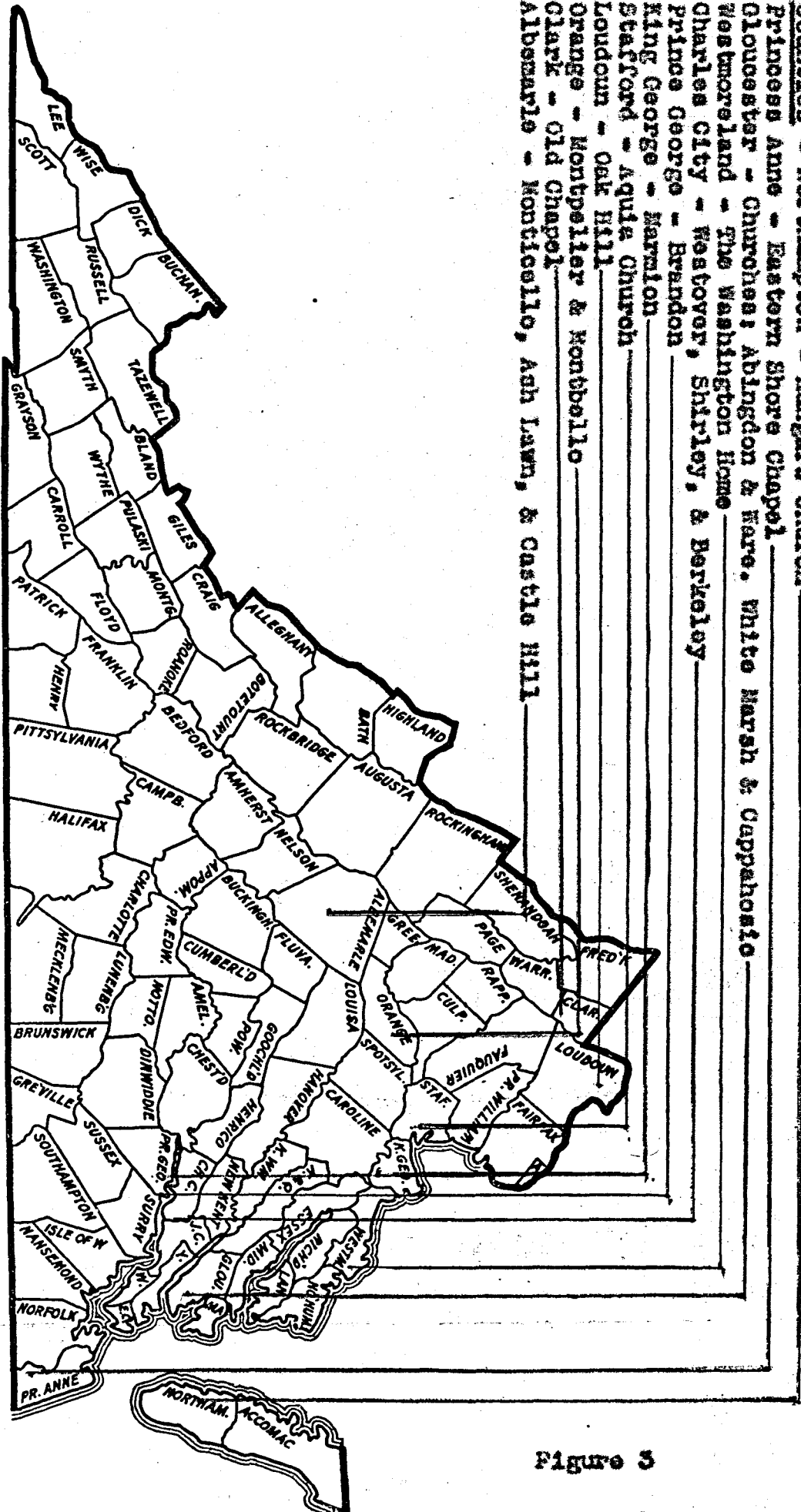


Figure 3