

# SC Attorney-General Callison Was Part of Noted Law Firm

(EDITORS NOTE: This is another series of Associated Press stories about state government personalities and their work).

COLUMBIA (AP) — There used to be a Lexington law firm known as Thurmond, Timmerman and Callison.

The senior member was the late J. William Thurmond of Edgefield, who was a circuit solicitor, U.S. District attorney and father of former Gov. and now U. S. Sen. Strom Thurmond.

The next member was George Bell Timmerman, who followed Thurmond as the circuit solicitor and who now is a U.S. District Court Judge at Columbia. He is the father of Gov. George Bell Timmerman Jr.

The third member of the firm was Tolliver Cleveland Callison, who now is the state attorney general. He uses only the initials of his given names.

Callison, who'll be 71 years old July 17, is tall, erect and silver-haired. He looks much younger than he is.

As attorney general, Callison is head of the state's legal department. He supervises all litigation in which the state or any of its departments, boards, commissions or institutions are involved. The 14 circuit solicitors come under his general supervision although they actually conduct prosecutions in criminal matters independently.

Callison is a native of the Callison section of Greenwood and McCormick counties. When he was born the old family home was in Edgefield County but it now is in McCormick.

After graduating with a law degree from the University of South Carolina in 1909, Callison practiced one year in Charleston. He moved to Lexington in 1911 to practice with the elder Timmerman. The Thurmond, Timmerman and Callison firm was established the following year, continuing until 1920.

In that year, Callison succeeded Timmerman as solicitor for the 11th Circuit comprising Lexington, Saluda, Edgefield and McCormick counties. He held the post 16 years until defeated by Jeff D. Griffith of Saluda.

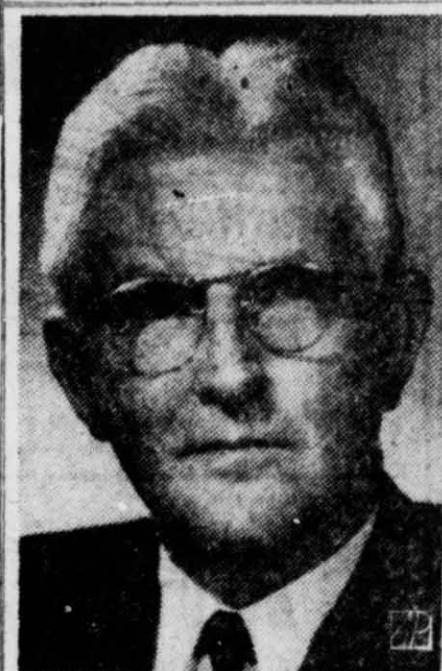
Callison came into the state government in 1940 as first assistant to the late Atty. Gen. John M. Daniel. When Daniel retired in 1951 Callison was elected to succeed him. He was reelected without opposition for another four-year term last year.

Callison never has moved his residence to Columbia. He continues to live in Lexington, commuting the 12 miles to his Wade Hampton State Office Building suite daily.

He is president of the Bank of Lexington. From 1924 to 1940, he was county Democratic chairman.

He is married to the former Miss Margaret Reel of Lexington.

They have two sons, T. C. Callison Jr., a Columbia lawyer, and Jack R. Callison, a Cayce and West Columbia lawyer who also is a Lexington County representative in the General Assembly; and two daughters, Mrs. T. H. Rawl II, wife of a Lexington lawyer, and Miss Ruby D. Callison, who works for the State Baptist Convention's General Board here.



T. C. Callison

## SC Road Chief Irked By Public Lack Of Interest

(EDITOR'S NOTE: This is another in a series of Associated Press stories about state government personalities and the work they do).

COLUMBIA (AP)—Claude R. McMillan, the quiet, self-assured boss of South Carolina's State Highway Department, has found little difficulty easing around the sometimes dangerous curves of public and political criticism during the last eight years.

But now, McMillan says, he finds himself running into a new kind of worry—long, flat stretches of public apathy, directed at what he calls the state's "antiquated" primary road system.

McMillan is concerned because "there's a little too much self-satisfaction that we've got the best roads in the country."

The tall, blue-eyed Mullins native admits, "We've got good roads and they're well maintained. Without

that maintenance, however, people would have recognized their age before now."

Beneath the expert patching jobs, he says, are about 9,000 miles of primary roads which no longer are capable of supporting, with any great degree of safety or efficiency, the 700,000 vehicles that roll over them yearly.

The chief commissioner, a title which covers a wide area of authority, declares, "A large part of the public fails to see how rapidly we're getting behind in the design of our road system."

The pressing need, McMillan says, is a solution covering high traffic volume — which has increased 150 per cent in the last decade—and the dangers found in two-lane primary highways with

side roads.

The Highway Department believes it has the answer in a controlled or limited access system with its wide, smooth arteries and indirect cut-in roads.

"We could eliminate head-on collisions and accidents from roads," McMillan contends. "We could reduce our accidents on primary roads to those resulting from carelessness or mechanical failures."

He figures that arousing public interest and getting its support for the proposed system is one of the biggest jobs his department has ever faced.

He's had his problems before, however. With strong backing in the General Assembly, he's usually successful in solving them.

A few of the accomplishments since the 14 - member Highway Commission named him chief commissioner in 1947:

Construction of a luxurious new highway department office building here; passage of the farm-to-market or secondary road system law; establishment of a merit system for highway employees; enactment of a highway safety point system law; conversion of four engineering districts and nine highway patrol districts into seven uniform districts each, equipped with modern offices and construction of approximately 200 million dollars worth of new road and bridge projects, bringing the total investment in the highway system to more than 365 million.

### Was Farm Youth

McMillan, 55, one of 10 children, was first impressed by roads and engineering while a farm youth.

He recalled seeing J. Roy Pennell, the state's first highway engineer, roll into Marion County one day on a road project.

He didn't pay as much attention to Pennell as he did to his means of transportation, which was a motorcycle. Looking at the vehicle, McMillan said he was convinced that engineering "would be interesting work."

There was some talk of attending Clemson College after he finished Mullins High School. McMillan's father, however, quickly put an end to the question.

McMillan remembers his father saying, "If you want an education, I'll try to get you one. If you want to know anything more about farming, I'll teach you."

McMillan chose education and entered the University of South Carolina with a view of taking pre-medical training.

This was changed, he says, "after one week of French." He shifted to engineering and the easier Spanish language course that was required.

A promising football career at school was nipped when McMillan's professors advised him that a little more emphasis would be needed on his studies.

McMillan accepted a \$100 - a-month job with Southern Bell Telephone Co. after getting his degree in 1922. After training, he was transferred to Jacksonville, Fla., then to Gainesville, Fla., with a construction crew.

When a Highway Department job came up the next year, McMil-

lan lost no time taking it. The primary reason was the telephone construction crew foreman, with whom he had to room. He recalls that the aging foreman "had the loudest snore I ever heard. I never caught him taking a bath either."

McMillan started out with the department on a desk job, then worked briefly under Pennell on a Richland County road project.

He returned to the department, moving up through various engineering positions at different points in the state. "The first five years I was married," McMillan says, "I moved 13 times."

He was chosen state highway engineer in 1941, holding that position until he succeeded J. Stanley Williamson as chief commissioner six years later.

McMillan never lost his love for football. He takes in university games whenever he can. He is a past president of the university alumni association.

Married to the former Mary King of Mullins, McMillan has a daughter, Mrs. Thomas Huston Crowe of Pasadena, Calif., and two sons, Claude Jr., an engineering student at the university here, and Harry King McMillan, a member of the engineering faculty of N.C. State College.

Not all of the McMillans have taken the engineering trail. One of the commissioner's brothers is John L. McMillan, who represents the state's Sixth District in Congress.

Since McMillan took office, the state's mileage in paved roads has doubled. "We can thank a wise

Legislature," he says, "for a system that is as good as the one we have."

He adds, "I've gotten great satisfaction from the work the state has permitted me and the personnel of the department to accomplish."

McMillan already is thinking in terms of a new era of roads strengthened by the controlled access system.

One step toward the long, expensive goal has been taken. A bill to authorize such a system was introduced in the 1955 General Assembly and is in the hands of a House committee after passage by the Senate.

"Our immediate job," McMillan says, is to convince the public of the need for a controlled access system for greater highway safety, then get the bill passed."

McMillan's assistants will lay odds he finds his way the necessary curves to succeed.

## Former Player and Coach Heads Retirement System

Editor's Note: This is another in a series of Associated Press articles about state government personalities and their work.

COLUMBIA (AP)—A former football player and coach at three of the state's colleges who still has not retired from the gridiron heads the state's multimillion dollar retirement system.

Tatum Wannamaker Gressette, 55, went from St. Matthews to football stardom for two years at Furman University where his older brother, Bill, had twice captained the football team.

Gressette transferred then to the University of South Carolina, where he became football captain. His field goal gave Carolina its first win in eight years against Clemson by a 3-0 score in 1920.

Later, his brother, Bobby, also was captain of the university team.

Gressette's next football period, after several years of high school coaching, came as head coach of The Citadel for 10 years. He was never able to beat Clemson or South Carolina but did beat Furman in the years when Furman was licking the other two state schools.

Nowadays Gressette keeps his hand in by officiating at big-time college games, an avocation he began about 10 years ago. He worked the college all-star-pro game at Chicago last year, and will be on the field this fall for such games as UCLA at Maryland and Notre Dame-North Carolina.

Quick, with nervous mannerisms and rapid-fire conversation, Gressette presides over a force of about 30 workers who keep track of the more than 90,000 city, county and state retirement accounts that represent a trust fund of about 56 million dollars.

His bulldog tenacity helped guide through to passage recently legislation by the General Assembly to open the door also for these thousands of employees to added federal social security benefits.

Gressette's jutting jaw and easy smile were a familiar sight in the recent General Assembly as he explained the complicated program to committees and individual legislators.

Gressette's father was a cotton farmer, and he himself is one of six brothers and one sister. One of his brothers is State Sen. Marion Gressette of Calhoun.

On leaving The Citadel coaching

post, Gressette came to the university as assistant to the president and organized the Buck-A-Month BAM Club which contributes to the athletic program.

After a three-year hitch as a Navy wartime officer, he devoted his time to the pavilion he had started at Edisto Beach while coaching at The Citadel. He became retirement director in 1951.

He is married to the former Elaine Carson of Spartanburg, a sister of the late Jules Carson; for a year head football coach at Wofford. They have two married daughters and four grandchildren and a son in junior high school.

-Evening Herald, Rock Hill  
Wednesday, June 24, 1955

-Evening Herald, Rock Hill  
Monday, June 27, 1955

-Evening Herald, Rock Hill  
Friday, July 15, 1955