

Virginia

JULY 1958

AN INDEPENDENT PUBLICATION
FOUNDED 1878

Fifty Cents



In This Issue:

E. B. Pendleton, Jr., Treasurer of Virginia
Virginia's Railways: Economic Foundation of the Commonwealth

ACTION

speaks louder than words!



Shown here is the General Electric "Rectifier" a portion of the equipment purchased by the Virginian Railway recently.



. . . during the past two years many millions of dollars have been plowed back into the Virginian's plant in the form of new trackage, modern motive power and other rolling stock, and extensive improvement to its Tidewater and Inland terminals. These are concrete ways of expressing our confidence in the future of Virginia and the railroads serving her industry.

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CLIFFORD DOWDEY
Editor

DONNA Y. LAURINO
Executive Editor

ROSEWELL PAGE, JR.
Business Editor

FRANCES GORDON
Managing Editor

JULIA GWIN AULT
Associate Editor

R. N. ANDERSON, JR., AIA
Architectural Editor

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JULY 1958

NUMBER SEVEN

The Imaginary Portrait of the South

WITH THE ENCROACHMENT on the Southern social order creeping toward its hour of decision, it becomes clear that the dubious legality of what amounts to the Court's legislative action is going to be put to the ultimate test of Federal power in a showdown with the will of a state's people. We hear a good deal now of the phrase, "the law of the land," but 100 years ago Abraham Lincoln, on the subject of the Dred Scott decision in the Supreme Court, had this to say: "... you have lost the genius of your own independence and become the fit subjects of the first cunning tyrant who rises among you ... if ... the next Dred Scott decision and all future (Court) decisions will be quietly acquiesced in by the people."

That was how "the law of the land" was regarded by the American president who, outside the South, is generally ranked top among chief executives. It should certainly seem to follow that what the Union's god believed about Court decisions should apply to the people to whom Lincoln's armies brought his enlightenment.

Unfortunately, however, where the South is concerned, precedent loses all value, and whatever expediency serves the purpose of the moment becomes imbued with all the weight and dignity of "the law of the land." The only law of the land that sanctioned the 1861 invasion of the South was the ageless law of might, and unquestionably today many trained and many thoughtfully impartial minds regard the enforcement of the present Court decision as little more than another test by might. The trouble for the South is—as it has been for more than a century—that there are too few impartial non-Southerners of good will. The type of education provided by the dominant sections has too long edited history to conform to an anti-Southern thesis for the average American to have the opportunity to know the South as it is, and as it is in relation to the rest of the nation.

The scholarly approach has come to endow the victorious sections with the *mystique* of Union and, by contrast, to make the South the enemies of this *mystique*. While there is nothing extraordinary about the victor's writing history—and applying war-guilt (as Americans might learn from Russia some day), since we are supposedly one people, this biased version of history contributes to the widening chasm in the understanding between the sections. The South was not wrong to feel no *mystique* for the Union: its people felt a *mystique* for The South. As this is the point that few non-Southerners seem to recognize, the South has been presented for more than a century to the citizens of other sections (and of the world) as arrogantly bigoted and stupidly intolerant for its refusal to conform to an America whose *mystique* it does not share.

Recent episodes in South America have shown, what less publicized incidents

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COVER NOTE

With Virginia's beautiful and historic Capitol as a background, E. B. Pendleton, Jr. poses with his attractive family for Virginia Waller Davis' profile on the Commonwealth's treasurer which starts on page 11. (Colonial Studios Photo)

We believe E. B. Pendleton, Jr. to be eminently qualified to protect the historic, conservative fiscal policy of Virginia

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VIRGINIA BUSINESS REVIEW

By ROSEWELL PAGE, JR.

THE Virginia Department of Highways reports that the state's newest toll facilities—the Hampton Roads Bridge Tunnel and the Rappahannock River Bridge—between September 1, 1957, and May 31, 1958 totaled \$1,781,415.

Through May 31st, the Rappahannock River Bridge which was opened August 30, 1957 produced income of \$87,419 and the Hampton Roads Tunnel, opened last November 1, \$1,693,996. In the same period, profits from the two toll facilities amounted to \$39,097 and \$1,208,275 respectively.



The Hampton Roads Bridge Tunnel (above) connects Hampton with the Norfolk area. This recent feat of highway marine engineering provides a facility which obviates the necessity for the Highway Department's operation of a ferry line between the two points. While the ferries were both picturesque and historic, the tunnel is more in keeping with the progressive atmosphere dominating this second half of the twentieth century. It is also a thing of beauty and businesslike efficiency.

The Board of Directors of the Chesapeake and Potomac Telephone Company of Virginia at its regular monthly meeting on June 27 approved an expenditure of \$5,415,000 providing for the improvement and expansion of telephone service throughout the company's operating area.

The Board also approved a sum of \$4,700,000 for expenditures for individual projects in most exchanges throughout the company's territory. This includes a wide variety of work on construction, removal, purchase, sale and retirement of telephone equipment, land and buildings right of way, outside plant and general equipment.

So far this year the C & P Board has approved \$18 million to expand and improve the company's facilities. This information from J. Rhodes Mitchell, Vice President.

A tri-state committee composed of highway engineers from Virginia, West Virginia and North Carolina has been named to coordinate studies being made for an interstate route linking the three states. The Highway Department announced that the membership includes:

West Virginia—M. L. O'Neale, chief engineer; George E. White, Jr., deputy commissioner and state highway engineer.

North Carolina—W. H. Rogers, Jr., chief engineer; Robert J. Kimley, assistant planning engineer.

Virginia—D. B. Fugate, deputy commissioner and chief engineer; J. P. Mills, Jr., traffic and planning engineer. Fugate was named chairman of the committee.

Governor J. Lindsay Almond recently appointed G. Lloyd Nunnally to

head the state's new Department of Purchases and Supply. Mr. Nunnally has been formerly the purchasing agent for the Virginia Department of Highways. To replace Nunnally as director of the Highway Department's Division of Purchase and Stores, F. H. Davis, highway commissioner, has announced the appointment of F. Ashby Newby.

At the annual meeting of the Virginia Petroleum Industries Committee held at the Chamberlin Hotel, Old Point Comfort, Roy E. McDaniel, division manager for the Esso Standard Oil Company, was elected chairman for a two year term. He moves up from the vice chairmanship succeeding William M. Noonan, the Virginia representative for Socony-Mobil Oil Company.

Harry M. Dawson, Virginia manager for Crown Central Petroleum Corporation succeeds McDaniel as vice chairman of Virginia Petroleum Industries Committee. Claiborne D. Gregory was re-elected executive secretary for the organization.

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*Best wishes to Bob Pendleton,
of Louisa County, Virginia's newly
appointed treasurer*



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Hon. E. B. "Bob" Pendleton, Jr.*

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*We commend Governor Almond's Action in Choosing
E. B. Pendleton, Jr. as Virginia's Treasurer*

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The directors of the Carolinas-Virginia Nuclear Power Associates, Inc., recently gave the go-ahead signal to its steering committee to proceed with negotiations looking toward final contracts for the Southeast's first atomic power plant. According to H. Burton Robinson, vice president and general manager, much of the work has already been done. He said meteorological, hydrological, geological and radiological survey work will soon begin at the proposed site, Parr Shoals, South Carolina.

Mr. Robinson stated his committee was authorized to talk final contract terms with: (1) AEC, covering research and development assistance; (2) Westinghouse, which will build the reactor; (3) South Carolina Electric and Gas Company which will provide the plant site.

The directors reaffirmed the target date of June 30, 1962 which would make the Parr Shoals plant the Southeast's first nuclear-fueled electric generator. C. V. N. P. A. comprises Virginia Electric and Power Company, Duke Power Company, Carolina Power & Light Company and South Carolina Electric and Gas Company.

Stuart A. Napier, native Richmond, and Raymond W. Epling, of Lynchburg, have new top offices in the Telephone Pioneers of America, an organization of men and women who have served for 21 years or more in telephone industry.

Both of these gentlemen are employees of the Chesapeake and Potomac Telephone Company of Virginia. Napier is traffic supervisor-personnel in Richmond. C & P District Traffic Manager Epling is the new president of the Pioneers Old Dominion Chapter which has more than 1,200 Virginia members.

For the first time in history the town of McKenney will have a registered pharmacist when Hope Tunstall of Petersburg, proprietor and pharmacist, opens the McKenney Drug Company this month. Mr. Tunstall is a native of Nelson County and has been head of the Pharmacy Department at Petersburg General Hospital.

The White House Company, owned by the A and P food store chain, has taken over the Coble Dairy Plant in Riverdale, Virginia, to manufacture evaporated milk.

L. T. Davis, president, said the local plant will be the first such plant operated by his plant outside of Wisconsin.

Luther P. Allen, general manager

Founded 1878

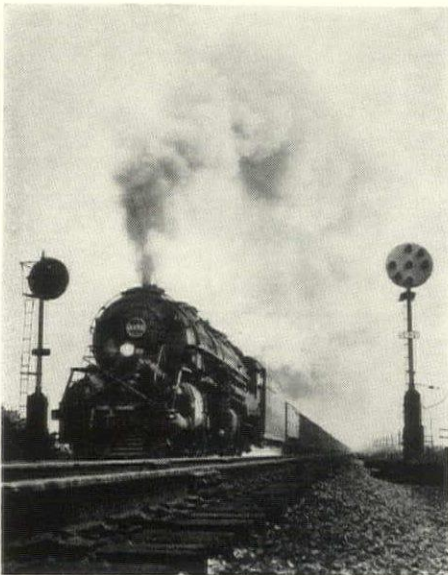
of Coble, said the agreement includes the Riverdale plant and the three intake stations in Appomattox, Moneta, and Fork Union.

Coble will continue its purchase of Grade A milk and its delivery routes in the South Boston area, according to B. B. Broome, plant manager for the company.

Colonial Stores has signed a contract for construction in Norfolk of a five million dollar food distribution center to serve more than 100 supermarkets in Virginia, North Carolina and Maryland.

To be built on land acquired by the grocery chain from the city, it will be the first building in Norfolk's new 400 acre industrial park. Colonial's eastern regional headquarters will be housed in the building.

John H. Bradford, veteran sentinel of frugal government and sound fiscal policy, has submitted his resignation as state budget director. To succeed him, Governor Almond has named Levin Moseley Kuhn, the Governor's special assistant on capital outlays since March, 1956, who earlier was institutional construction engineer in the budget office. Mr. Bradford's resignation is to be effective August 1st. Virginians will miss his strong guiding hand in its fiscal policies.



Pictured above is an example of an era passing. Here, this colossus of steam might be making the trip to the limbo of things past. Steaming along, it is typical of its kind as it gives way to more efficient but less picturesque Diesel power. In passing, it leaves a nostalgic ache in the hearts of all Americans familiar with the sight and sounds of a steam locomotive. Farewell to the "Old Iron Horse"!

For the important role which railroads play in Virginia's economy, see the story beginning on page 14 of this issue.

to tell the Virginia Story

Felicitations & Best Wishes to E. B. Pendleton, Jr.

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to assume the duties of treasurer of the Commonwealth*

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IN THE NEWS . . .

Richard H. Piner, former senior agent at Wilmington, N. C., has been named station manager for National Air Lines in Richmond, replacing W. L. Sellers who will go to Wilmington to assume duties as station manager there. . . . George L. Turner has been elected president of American Suppliers, Inc., the domestic leaf-buying subsidiary of American Tobacco Co. Mr. Turner will return to his residence in Richmond from Louisville, Kentucky where he has been stationed recently. . . . W. Tayloe Murphy of Warsaw, president of the Northern Neck State Bank, has been named to succeed the late Rodney M. Coggin as acting president of Tidewater Telephone Company. Mr. Murphy is former state treasurer and a member of the General Assembly of Virginia. . . . B. L. Ray, Esso vice president and contact director for marketing, has announced that Robert B. Goodykoontz is being promoted to general manager of all domestic marketing for the Esso Standard Oil Company. . . . Miss Anne Dobie Peebles of Sussex has been named by Governor Almond to succeed Mrs. John Garland Pollard of Richmond on the Advisory Council of the Virginia Economy. Mrs. Pollard was not eligible for reappointment. . . . A. Hill Burton was appointed sheriff of Dinwiddie county to succeed the late W. B. (Rudge) Butterworth. . . . Robert T. Marsh, president of the First and Merchants National Bank of Richmond, has been named president of the Virginia Bankers Association. . . . H. V. Lindsey, executive vice president of the First National Bank of Richlands, was named vice president of the association. . . . Valentine W. Southall, for many years Commonwealth's attorney for Amelia county, has been appointed judge of the County and Juvenile and Domestic Relations court of Amelia and Powhatan counties effective July 1st. . . . O. F.

BEST WISHES TO BOB PENDLETON

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Keeler, formerly of Bedford, Va., has been appointed manager product planning analysis at Dodge. This announcement by **B. W. Gibson**, Chief Engineer and director Dodge car products, Detroit, Mich. . . . **Charlie Beaton**, brother of **Starr Beaton** who heads Starr Beaton Chevrolet in Franklin, has purchased the Chevrolet franchise in Courtland from Williams Chevrolet. The firm name has been changed to Delray Chevrolet. . . . **Rhae Adams**, head of the Virginia Beach Chapter of the Junior Chamber of Commerce, has been elected state president of the Virginia Junior Chamber of Commerce succeeding **Alvin H. Newman** of Danville. . . . **Marvin J. Pinson** has been appointed plant manager of Drakes Mill at Drakes Branch, Virginia.



Salutations, Mr. Pendleton

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Bob Pendleton

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JUNE 23, 1958

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*Sincere Congratulations to
Mr. E. B. Pendleton, Jr.
upon his re-appointment as
Treasurer
of the
Commonwealth of Virginia*



(Foster Studio)

Treasurer of the Commonwealth: E. B. Pendleton, Jr.

By VIRGINIA WALLER DAVIS

HE CHECKS OUT 40 million dollars monthly . . . without a single stroke of the pen.

He uses 300 banks for the deposit of funds, but never makes out a check.

He is the only man in the entire Commonwealth of Virginia who can draw on State funds; some 250,000 checks come to him each month for signature, but not many who receive them stop to look at the modest-looking signature at the bottom which is the only thing that makes them legal.

It reads "E. B. Pendleton, Jr.," and it belongs to the gentleman from Cuckoo, Louisa County, who is Treasurer of the Commonwealth of Virginia.

The initials "E. B." are for the name Eugene Barbour, but he is usually

hailed as "Bob," and "Bob" seems to suit this slender, 45-year-old gentleman with brown hair inclined to be wavy and keen eyes that give forth a friendly glint from behind horn-rimmed glasses.

"Tailor-made for the job," it was said of him last July when, as he described it, "like a bolt from the blue" he was tapped to fill the unexpired term of Jesse Dillon, who resigned to become a member of the State Corporation Commission, and who was first succeeded, for the briefest of periods, by Lewis Vaden of Chesterfield.

Busy at that time as liaison officer between the Tax Commissioner and County Treasurers and Commissioners of Revenue all over the State, "Bob" Pendleton paused in his shuttling about

the State, to talk things over . . . then, with hardly an interruption, he took over his new duties and business continued, as usual.

One of the first to congratulate him when he took his oath of office, on July 15, 1957, was the then Attorney General, now Governor, Lindsay Almond, who, on July 1, 1958, re-appointed him for a new, full term of office, coincident with his own . . . a term which also draws a welcome increase in salary.

No novice in public office-holding, Bob Pendleton was Treasurer of Louisa County for ten years before joining the staff of the Department of Taxation, winning his first election by a two to one majority over the other two candidates, and being handsomely re-elected at the end of each term there-

after, only leaving this job to accept the State appointment in the Tax Department, in 1955.

He was first elected to public office just 20 years ago, when, at the age of 25, he proudly took his seat as a member of the Board of Supervisors of Louisa County.

His new job of Treasurer of Virginia meant continued work with State and County fiscal officers, plus an enlarged field of operation, and to Bob Pendleton it was just like "throwing a rabbit in the briar patch." He says, "The past year has been the happiest, and the busiest, I've ever spent in all my life."

His base of operations is a left-hand corner office on the first floor of the brick and granite-faced Finance Building, just down the hill from the Capitol. Like as not the door will be open to the big "Board Room," which serves as an entrance foyer for the Treasurer's small office behind it, designed for private consultations and a lot of quiet thought. Here his big desk in front of the window overlooking rolling green lawns takes up most of the room and is the nerve center for "operations fiscal," and he always manages to have time to reach across it to extend a welcoming hand to any and all who may have business with the Commonwealth.

He is one of the five Constitutional officers in the Executive branch of the

State Government . . . with salary and duties set by law . . . and these duties roughly include receiving all of the money, from any source, due the Commonwealth of Virginia, and the banking, auditing, disbursing and investing of these funds.

All told it is a big order and carried out by a surprisingly small staff of 23. His three right-hand men, all veterans in the Office of the Treasurer, are Deputies W. L. Young, James O. Faison and Hugh C. Priddy. This month (July) Mr. Pendleton created the new post of Assistant Treasurer and named Frank B. Miller, Jr., to serve in this capacity, acting as coordinator between the Treasurer and the three divisions carrying out the work of his office. Mr. Miller has served for 25 years in the office of the Auditor of Public Accounts.

"BOTTLENECK" POSSIBILITIES

Mr. Pendleton, with his appealing friendliness and unhurried air is the only man in Virginia who can sign a State check, and could, if he chose, be a terrific "bottleneck" should he suddenly decide not to sign another one. But in a corner office just across from him is his fiscal "twin," Sidney Day, Jr., Comptroller of the Commonwealth; he is the only man in the Commonwealth who can authorize the writing of a check on the finances of the State.

These two men . . . Treasurer and Comptroller . . . constitute the State's fool-proof system of "checks and balances" set up under the administration of Senator Harry Byrd, then Governor

of Virginia. The system came into being on February 28, 1928, and has since worked so smoothly that it has become a pattern for similar financial operations across the nation.

In dove-tailing activities the Treasurer receives and invests, and only disburses upon warrant by the Comptroller, who, in turn, only authorizes disbursement after every bill or payroll has been found to be accurate, and within the authorized budget.

An all important duty of the Treasurer is to serve as Chairman of the recently created Treasury Board, composed, in addition to the Treasurer, of the Comptroller and the Tax Commissioner. This has all of the duties and responsibilities of the former Board of Sinking Fund Commissioners as well as those of the former Finance Board, both of which were merged in the new Treasury Board. In addition to administering the public debt and investing the assets of various special funds, it also, among other duties, selects the various depositories for State funds.

Prior to February 28, 1928, the Treasurer of the Commonwealth was elected every four years at the same time the Governor was elected, but his job was vastly simpler than it is today.

In that year, 1928, there were approximately 12,000 employees of the State and the budget for the biennium which ended in July, 1928, was \$63,000,000.00.

Today there are approximately 27,000 State employees and the budget for the biennium just closed (June 30, 1958) was \$906,835,463.00 while the budget for the new biennium of 1958-60 has hit the astronomical figure of \$1,059,846,464.00.

In 1950, while Mr. Pendleton was Treasurer of Louisa County, Virginia's total General Fund revenue amounted to \$90,125,560.00 and in July, 1957, when he took office as Treasurer these revenues had jumped to the staggering sum of \$559,609,640.00. This amount for the fiscal year 1958 is expected to be in excess of \$570,000,000.00.

Among the thousands of "pieces of pasteboard" he signs, one is sure to be drawn to himself. His connection with this check, however, might truthfully be termed remote, since five daughters and a wife wait patiently at home.

It is fortunate that they are "patient," resourceful and understanding, because since 1955 the male head of the household has been spinning around like a top over all 98 counties of the State with seldom a night spent at home. Even during the past year, his



Mr. Pendleton stands at the signature facsimile machine, which turns out 5,000 facsimiles daily. (Colonial Studios)

first in the Treasurer's job, he has commuted daily from his home in Louisa, and during sessions of the General Assembly and other busy periods has resorted to a hotel as a substitute for home. Now he has decided to move his family a little nearer to his base of operations and, if all goes well with present negotiations, he expects to move Mrs. Pendleton, Jane, Sally, Nancy, Susan and "Tina" . . . plus all the Pendleton possessions . . . to the City of Richmond, by the end of July.

This involves a family emergency. Not that all hands aren't agreed this is a challenging move—in spite of leaving old home and friends and schools and country living, including horse-back riding and swimming. The emergency is solely a question of the family cat. Virginia's Treasurer has announced that the "onery-looking yellow cat" will not be brought to Richmond with his consent . . . but he knows the power of his female contingency.

SECOND LOVE: FARMING

To Bob Pendleton the move means a break, either temporary or permanent, with an activity which is probably his second love: farming. For about ten years, with the aid of a tenant farmer, he has operated an 167-acre farm just next to his home in Cuckoo, where corn, wheat, oats and barley are raised but the specialty is hay and the grazing and finishing of cattle.

He has already put the farm up for sale, but he can't bring himself to part with his home place in the area thick with Pendleton "kin." Here his father, Dr. E. B. Pendleton, has just rounded out 50 years of service as a practicing physician, and the area is so thick with Pendletons that the post office is even called "Pendleton" now, instead of "Cuckoo."

The senior Pendleton, now aged 78, and Louisa's oldest practicing physician, is but one among a half-dozen or more Pendleton doctors today following a long line of forbears who also chose the same profession; and it was expected that Bob Pendleton, the doctor's only son, would carry on in the profession.

With a wry, but honest smile Bob Pendleton says, "I tried . . . but it just wasn't for me. You have to really love it, heart and soul, to be a good doctor. I didn't . . . but finances, and the business world, have interested me ever since I can remember."

He went to V. M. I., moved over to Hampden-Sydney, started Medical

to tell the Virginia Story



In 1957 Attorney General Lindsay Almond was one of the first to congratulate Bob Pendleton, newly appointed treasurer. This July Governor Almond re-appointed him for a new four-year term. (Richmond Newspapers Photo)

School, and then opened his own insurance business which was a flourishing affair when World War II claimed all his time and attention.

Some of the love of the medical profession may have rubbed off on his eldest daughter, Jane, who is majoring in the two rather unrelated subjects of Music and Pre-Med at Salem College in Winston-Salem. During the summer months she is holding down a job in the clinic at the Medical College of Virginia.

Not many ordinary human males can be the father of two "Princesses," but Mr. Pendleton can claim this distinction. Jane was chosen as "Miss Louisa" and reigned as Princess in the Tobacco Festival in Richmond last Fall; and Sally, 16, won the title "Miss Louisa" and was a Princess at the Dogwood Festival in Charlottesville.

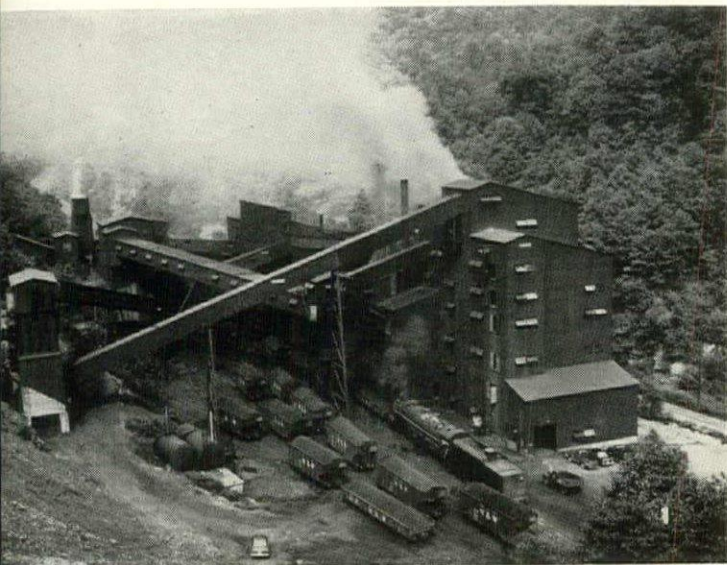
A run-down of Bob Pendleton's hobbies might read something like this: Family, Finances, Farming and Fighting (the legitimate kind, "for God and country"). He is an ardent Civil War "Buff" and has lived and studied and

dreamed about the battles which took place all around his boyhood home . . . Chancellorsville, the Wilderness, Spotsylvania Courthouse, First and Second Manassas, Cold Harbor and the like. A great grandfather, John Pendleton, was blown to bits at Bloody Angle and a great uncle, Philip Pendleton, was killed at Monterey.

When his time came to serve "God and country" he went into the Navy, and with three and one-half years of service, 18 month of which were spent at sea, he emerged with a commendation for his work as a gunnery officer in the Normandy invasion and a special citation for his work as gunnery officer in charge of training recruits in anti-aircraft firing. He entered the service as an ensign and finished up as a senior lieutenant, with both the Sicily and Normandy engagements to his credit.

Having sold his insurance business when he went into the service, he returned home on terminal leave, expecting to catch up on his rest, but found

(Continued on page 19)



VIRGINIA'S RAILWAYS

Economic Foundation of the Commonwealth

A CENTURY AND A QUARTER AGO iron rails creeping westward from Virginia's tidal rivers brought economic revolution. The railroads were almost solely responsible for the development of the commonwealth's vast natural resources: agriculture, timber, coal and other minerals.

Today the railroads remain the solid backbone of that economy. Tomorrow—no matter what new technology may come—they will remain the backbone. As a New Haven newspaper pointed out recently, they are "the only type of carrier that can handle anything movable, and take it anywhere, in any season—safely, economically and expeditiously."

In 1832 one of the earliest steam rail lines in the nation began building between Petersburg and Roanoke Rapids, N. C. Two years later another little road joined Portsmouth and Suffolk. The first 20 miles of the R. F. & P. north from Richmond was opened in February, 1836. Then came other faltering local rails, connecting navigable streams with each other or with nearby inland towns.

For at first, railroads were considered merely as portages—adjuncts to the rivers which were the natural highways of

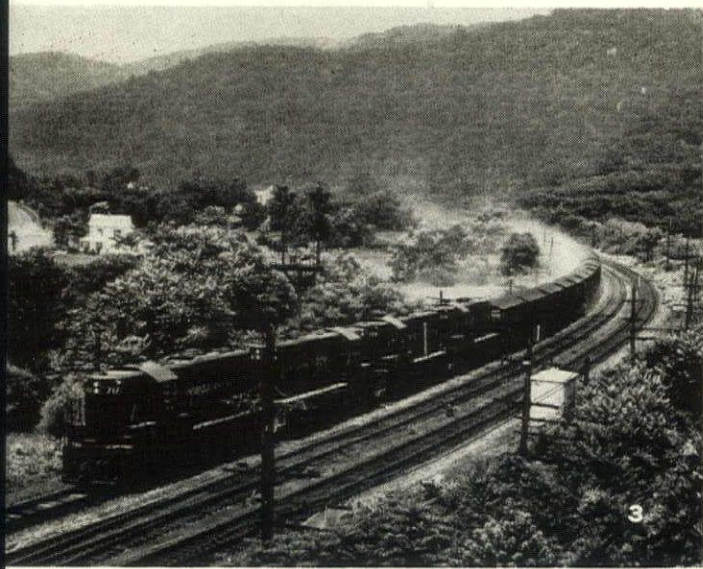
trade. Only visionaries dreamed of iron roads to and even over the western mountains. Why build them? Nobody lived there anyhow.

But wise men knew that people lived where transportation was available. So the proposition worked the other way: rails came into the wilderness and the settlers rode those rails. The great expansion came mostly between 1850 and 1880. Iron ribbons surmounted the Blue Ridge and the Alleghenies; they cut and bridged and tunneled their way to the Ohio Valley. Trunk lines used Virginia as a stepping stone between north and south. The network expanded from Accomac to Lee.

Actual geographical growth of Virginia's railroads largely ended 50 years ago. Only a few—but an important few—lines have been built since then. But the railroads constantly have grown throughout this century in a variety of ways. Despite six other major types of transport competition they are needed more today than ever before. No major economic growth today is possible without the aid of the modern railroad—a transportation industry which has made mighty strides since

Photo (1) shows a modern Virginia coal tippie: the Amonate mine of the Pocahontas Fuel Company, Inc. in Tazewell County. (2) Modern all-purpose Diesels handle a long coal train in the Virginia mountains. (3) A coal train just west of Roanoke in Montgomery County. (4) The coal yard at Lamberts Point, Norfolk, from the land end of a coal pier. Over 130 different types of coal are dumped here, destined for the entire civilized world, except Australia. Car thawers, right, facilitate winter dumping. (5) Air view of one railroad's huge coal and merchandise facilities on Hampton Roads. Coal piers and supporting yard at left. Merchandise piers, warehouses and yard at right. This is the Norfolk and Western layout at Lamberts Point, with the City of Norfolk in the background. (6) On this merchandise pier at Lamberts Point, rail cars are moved directly to shipside for a single transfer. Trains carrying imports can be on their way in a matter of hours after ships dock.

by
R. E. STEELE
and
BEN DULANEY



World War II, which has planned and built for the future using its *own* resources.

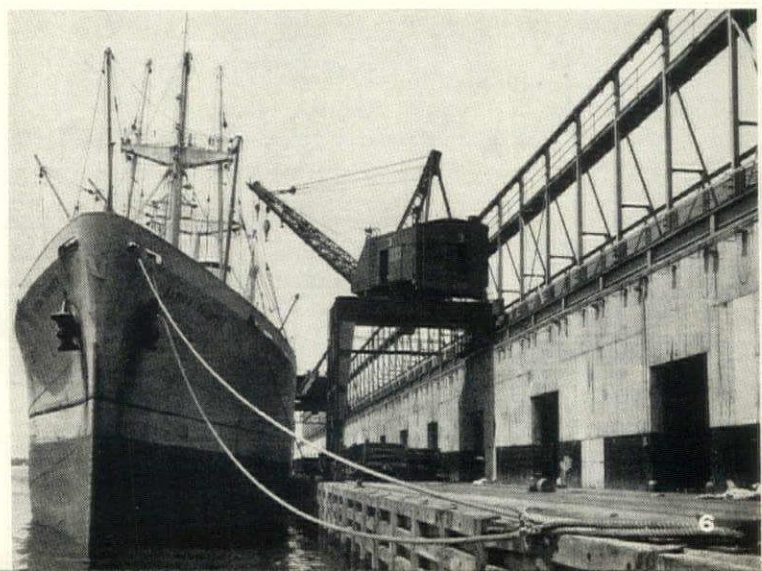
Take a short look at Virginia's railroads today:

- The state's 16 major railways (plus six smaller ones)* now operate 4,117 road miles in 81 of Virginia's 98 counties—not counting the thousands of miles of sidings, yards, double and triple track.
- They provide direct and well-paid employment to some 31,000 men and women in communities all over the state.
- Their combined annual payroll is over \$150,000,000.
- They bring prosperity to thousands of additional individuals and companies in Virginia who vend them materials and supplies.
- They are the largest taxpaying industry in Virginia. In 1957 direct taxes to the state and its political subdivisions were \$14,097,255—divided \$9,162,341 to the state government and \$4,934,914 to counties, cities, towns and districts.
- These tax dollars are applied directly to the operation of government; little comes back to pay for facilities and services—a situation almost unique among transportation agencies.

Virginia's east-west lines today funnel traffic into a port of their virtual creation—Hampton Roads, largest coal handler in all the world and a major exporter and importer of a great variety of other commodities varying from peat moss to pineapple, from tobacco to tractors.

(Please turn the page)

*Major roads are the Atlantic and Danville Railway, Atlantic Coast Line Railroad, Baltimore and Ohio Railroad, Chesapeake and Ohio Railway, Chesapeake Western Railway, Clinchfield Railroad, Interstate Railroad, Louisville and Nashville Railroad, Norfolk and Portsmouth Belt Line, Norfolk and Western Railway, Norfolk Southern Railway, Pennsylvania Railroad, Richmond, Fredericksburg and Potomac Railroad, Seaboard Air Line Railroad, Southern Railway and Virginian Railway. Others are the Franklin and Carolina Railroad, Nelson and Albemarle Railway, Virginia Blue Ridge Railway, Virginia Central Railway, Washington and Old Dominion Railroad and Winchester and Western Railroad.



Nine railroads knit by a commonly-owned belt line serve the Hampton Roads area. Without them this roadstead, deep and wide enough to anchor the navies of the world, would be a minor port at best. For these nine major carriers with an aggregate main line of 40,000 miles handle traffic not only to and from Virginia but from other Southern states and the wide Midwest. Through some 300 piers, wharves and warehouses which fill 30 miles of developed waterfront rolls the traffic of the world—on rails. Such a mighty port brings economic prosperity not to the tidewater area alone, but to the entire Commonwealth.

The rails have not merely been carriers serving this ice-free harbor. They have provided the multitude of structures and services necessary to a modern, healthy port: great coal piers, a new ore facility, the largest single-deck merchandise pier on the Atlantic Coast, vast warehouses, grain elevators, animal and vegetable oil handling tanks, fumigation, packaging — and many more. The building, the improvements never stop.

Virginia's railroads have been busy at the other end of the line too. To carry the load to the factory, the ship, the consumer, they must have a load to carry. So from our great-grandfathers' times they have been active in developing the economic resources of the territories they serve.

STEAM AND CIVILIZATION

In the beginning it was agriculture. As the railroads spread west, the steam whistle became a symbol of civilization. The rails and the telegraph lines which followed them created towns where isolated settlers' shacks had stood, but towns at first dependent on the land for a living. The little trains brought the hopeful to new, good earth, carried them food and supplies, tools and feed and fertilizer. And the iron path led back to growing cities which consumed the corn and cattle and tobacco and cotton the settlers produced.

So the agricultural economy grew. In its simplest illustration: The Virginia farmer now had a way to ship cattle to northern markets, so he raised more beef and received more money. Among his wants were things unobtainable nearby—coffee, oranges, maple sugar. The railroad took the cattle and brought the oranges.

An adjunct to agriculture was the early timber business—a cash crop there for the cutting with a demand

Felicitations to E. B. Pendleton, Jr.

Bank of Glasgow

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Dial 2371

MEMBER FDIC

*Best Wishes to Bob Pendleton,
of Louisa County, Virginia's
Newly Appointed Treasurer*

Bank of Natural Bridge

NATURAL BRIDGE STATION, VA.

Resources in excess of \$1,000,000.00

Member Federal Deposit
Insurance Corporation

*Our Best Wishes to Bob Pendleton
during His Tenure of Office
as Virginia's Treasurer*

CITIZENS NATIONAL BANK

Member of FRS

RESOURCES OVER \$6½ MILLION

BEDFORD, VA.



created by the rail lines themselves in their need for fuel, crossties, bridge timbers, poles. Small saw mills operated and finished lumber began to move. Then the first furniture factories began turning out "class freight" for the cities.

Almost all the early railroads maintained agricultural departments which aided the farmer in a multitude of ways, from his initial location to advice on best crops and fertilizers. The departments still operate today and the railroads remain the farmers' friends. During the drought year of 1954, for example, more than 3,000 carloads of feed were shipped in at reduced rates, saving the Virginia farmer over a quarter of a million dollars.

A NEW STATE ECONOMY

The railroads made a mighty contribution to Virginia's economy when they hacked and tunneled their way into the state's coal areas. Since March 13, 1883, when the first little car of coal moved from Pocahontas, Va., to Norfolk, millions upon millions of tons have been fed to the coal piers at Hampton Roads. This rich, bituminous fuel of course created an entirely new economy in six counties of Virginia's far southwest. But it did far, far more than that.

The hauling *through* the state of huge quantities of coal originating in Kentucky and West Virginia had created thousands of additional jobs, even whole industries, such as those which build cars and mine equipment. Coal-fired electric power plants have increased in size and number, bringing "wired coal" to the most remote farms, reducing manual labor in myriad ways. Industries dependent on coal have located in Virginia: cement and steel and a variety of others.

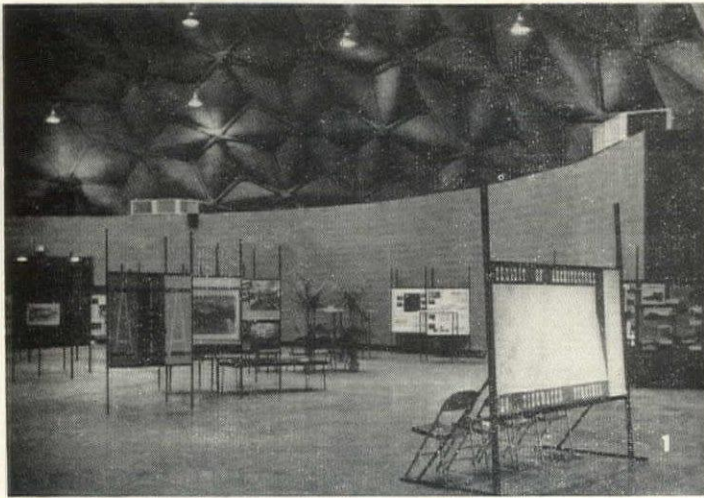
Since the days of the early iron mines the railroads have developed other mineral resources. Today they haul lead and zinc, plaster, limestone, manganese, phosphates, salt, sand and gravel and many lesser known minerals both in raw and compound or manufactured state.

This development of Virginia's resources, this making available to the world of the state's natural wealth has led to the great growth of industry within its boundaries. The railroads, often directly through their specialized departments, have been the greatest factor in the industrialization of Virginia.

The rail lines' industrial divisions work unceasingly to bring more plants

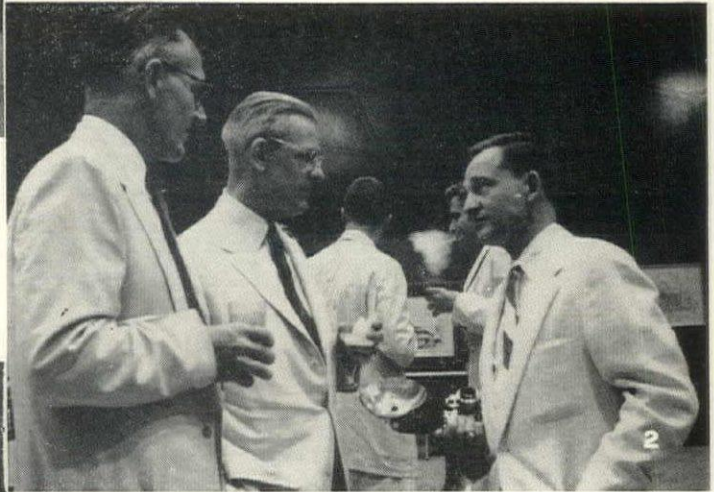
(Continued on page 18)

AIA Meets at Virginia Beach



(1) The exhibit of Tidewater Area architecture held in the new dome of the Virginia Beach Convention Center. Center of attraction of the architects' meeting, these buildings will be shown in a special Tidewater Area issue of the Virginia Architect Section of the VIRGINIA RECORD in the August issue.

(2) Linwood Walker, Jr., Charles Justice and Carl Lindner, Jr. discuss the Tidewater area exhibit while at the "dome". One feature of the exhibit was the showing of models and drawings for several of the ultra-modern motels that have been built there recently or are contemplated for the beach.



(3) Principal speaker Paul Rudolph talks to AIA members at the Virginia Beach session. Marcellus Wright, Jr. and Lynwood Womack in the background.



(4) Forrest W. Coile of Newport News and Frederick Hyland of Richmond view some of the spectacular architectural displays at the beach "dome" during the convention.



(5) Mr. and Mrs. Gordon Galusha, of Petersburg, enjoy one of the beach sessions planned as part of the meeting at the Cavalier Club.



Best Wishes to E. B. (Bob) Pendleton

THE FIRST NATIONAL BANK

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BANK OF NOKESVILLE, Inc.

Nokesville, Va.

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South Boston Bank & Trust Company

SOUTH BOSTON, VIRGINIA

The Largest Bank in Halifax County

Member Federal Deposit Insurance Corporation

Member Federal Reserve System

RESOURCES \$8,000,000.00

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State Bank of Remington

REMINGTON, VA.

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THE PAGE VALLEY NATIONAL BANK

LURAY, VA.

Member F.D.I.C.

Railroads— Economic Foundation

(Continued from page 16)

and factories to the state. Through advertising, personal visits, through first-hand knowledge of sites and resources and manpower available, industrial agents labor long to build Virginia. Often the rails aid in establishing new industries knowing beforehand that they will bring little direct return in the form of finished products shipped by rail. They work on the theory that anything good for a town on the line is good for the line.

The railroads have been serving Virginia and the nation under a handicap—the burden of laws, some almost a century old, enacted when they had a virtual monopoly on inland transportation. The world has changed and competition is on every hand, but the laws remain to stifle the rail lines' willingness to compete for the type of traffic that they can carry more inexpensively than any other mode of transport. At long last Congress, faced with an almost solid front of public opinion, is changing some of those laws.

But the railroads, pioneer developers who alone among all public carriers pay their own way, still are fenced in on every side and some railroaders feel resigned to defeat.

More optimistic railmen know that the railroads can and must survive under private ownership. They look at the businessman and say:

"Can you imagine your city without a railroad?"



The appointment of E. B. Pendleton, Jr. as treasurer of the Commonwealth of Virginia gives assurance to those who believe in the continuance of our sound conservative fiscal policies.

The Northern Neck State Bank

**WARSAW,
VIRGINIA**

PENDLETON:

Treasurer of the Commonwealth

(Continued from page 13)

the office of county Treasurer was vacant and was persuaded to "help out" while still on leave. He was officially elected shortly thereafter.

If anybody then had told him that in exactly 12 years he would be eligible for a \$250,000 bond, as required of the man who undertook the Trusteeship of Virginia, he would undoubtedly have believed himself to be the victim of "battle fatigue," to have taken it seriously at all.

He pitched into the life of the community . . . had time for hunting and fishing, both of which he loves . . . organized a Junior County Government group at the Louisa High School, in which students held mock elections, etc. . . . was active in the Christian Church at Louisa, member of its official board and taught Sunday school. He even had time for tennis with his wife, a game they both love.

Now he leaves home at an early hour, arriving at Capitol Square when only the squirrels are scampering about. He drives a 1957-model car which he says happens to be that modern because a daughter, while driving the old one ran into what appeared to be an immovable object. He thoughtfully leaves at home another car, slightly older, for the use of Mrs. Pendleton, the daughters, and the home chores. Even when he was commuting the 40-odd miles between Richmond and Louisa it was anybody's guess which car had the most mileage.

DEPOSIT & DISBURSEMENT

Mail, of course, is the first order of the day at the office, and conferences with his assistant and deputies concerning the three separate and distinct sections of his Department—the section of Bank Accounts and Auditing, the section of Receipts and Disbursements, and the section of Public Debt and Trust Funds.

The Bank Accounts and Auditing section reconciles all Treasury records and bank statements by means of a detailed check of each. It also audits and files all cancelled checks. Three hundred banks are used throughout the State for deposit, and four Richmond banks for disbursement, and, since some 250,000 checks are issued each month, it is not a job to be done overnight.

to tell the Virginia Story

Our Best Wishes to

HON. E. B. (BOB) PENDLETON

The Seaboard Citizens National Bank

NORFOLK, VIRGINIA

"FIRST AMONG ALL NORFOLK BANKS"

Member Federal Deposit Insurance Corporation

THE BANK OF SOUTHSIDE VIRGINIA

PRINCE GEORGE

CARSON

STONY CREEK

JARRATT

Member Federal Deposit Insurance Corporation

*Best Wishes to Bob Pendleton of Louisa County,
Virginia's Newly Appointed Treasurer*

Bank of Occoquan, Inc.

OCCOQUAN



VIRGINIA

REX E. BOND, Vice President and Cashier

*We wish Mr. Pendleton well in his high office
as treasurer of the Commonwealth*

THE PEOPLES TRUST BANK

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

EXMORE, VIRGINIA

A FRIENDLY PLACE TO BANK

CHARLES M. LANKFORD, JR., President

W. E. JOHNSON, Vice-President

H. A. MAPP, Asst. Cashier

MAURICE NOTTINGHAM, Cashier

GEO. W. FREEMAN, Asst. Cashier

The section of Receipts and Disbursements receives all expendable funds and makes disbursement, upon warrant from the Comptroller. Money is received from 255 different sources including everything from steam railroads to peanut excise taxes, and from oyster ground rental to alcoholic liquors, plus dozens of others in an assortment of categories including Rights and Privileges, Sales of Property and Commodities, Taxes, Institutional Revenues, Interest, Dividends and Rents,

Fines, Forfeitures, Escheats and Penalties, and others. This section is the central correspondence agency for the Department. There are some 209 different types of expenditure, one item being the far-flung payroll.

The section of Public Debt and Trust Funds is, as its name implies, the guardian of these two important functions of government, which presents a continually changing picture and involves keeping a watchful eye on the condition of the bond market and all

like factors. This section also keeps the Department's operating records, prepares the annual report and the Department's biennial budget.

Since it would be an impossible job for one man to sign all of the thousands of checks which go over the Treasurer's desk even daily, the Commonwealth of Virginia uses signature facsimile machines which whirr busily from morning to night, turning out an average of 5,000 facsimiles a day.

Prior to the Byrd re-organization plan for the State's fiscal affairs, the various State institutions and departments scattered over the State kept whatever funds they collected, and the State, in addition, sent each one a check each month for one-twelfth of the amount set aside for them, in the overall State budget. All State employees outside of Richmond were paid by the institution or agency in which they worked, and those working at the seat of government were paid by the Auditor of Public Accounts.

This hit-or-miss arrangement made it impossible to have any clear picture of the exact fiscal health of the Commonwealth, and no one realized this more than the 39-year-old Harry Byrd, who took office as Governor in 1926 and set out at once to bring about some changes. It took time for study commissions and State officers to bring out an overall re-organizational plan. Out of the plans there came into being "The Department of Finance" in

*Bob Pendleton is already proving that he is a man well fitted
to his position as treasurer of Virginia*

The Citizens National Bank of Front Royal

IS INTERESTED IN THE BETTERMENT OF WARREN COUNTY

Member of F.D.I.C. and F.R.S.
FRONT ROYAL, VIRGINIA

*Our Commonwealth will continue to prosper as long as men like
E. B. Pendleton, Jr., are placed in positions of trust*

COVINGTON NATIONAL BANK

"A Good Place to Bank Since 1891"

Member FDIC and FRS
COVINGTON, VIRGINIA

*We Extend Congratulations to Mr. E. B. Pendleton, Jr.
in His Office of Treasurer of the Commonwealth*

AMERICAN BANK & TRUST CO.

Suffolk, Virginia
COMPLETE BANKING AND TRUST SERVICE
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

*Virginia is fortunate in Governor Almond's selection
of Bob Pendleton as treasurer*

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FEDERAL RESERVE SYSTEM
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We solicit the accounts of banks, individuals, firms and corporations. This bank has complete facilities for the handling of your account. We hope to have the opportunity of serving you.

SOUTHERN BANK OF NORFOLK

NORFOLK, VIRGINIA



Eight convenient offices in the City of Norfolk to serve you.

Capital, Surplus and Undivided Profits
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THE PEOPLES BANK OF STAFFORD

FALMOUTH, VA. • STAFFORD, VA.

Member Federal Deposit Insurance Corporation

Congratulations to E. B. Pendleton, Jr.

PLANTERS BANK & TRUST CO. OF FARMVILLE

ESTABLISHED 1867

FARMVILLE, VIRGINIA

Member F. D. I. C. and Federal Reserve System

*We are proud to join in the salute to Louisa's
native son—E. B. Pendleton, Jr.*

COMMUNITY MOTOR COMPANY

Phone 164

DEALERS FOR G. M. C. TRUCKS AND
PHILLIPS 66 PETROLEUM PRODUCTS

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Treasurer of the Commonwealth
E. B. Pendleton, Jr.*

R. W. GOODWIN

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AMOCO PRODUCTS
FLOUR & SEED
GENERAL MERCHANDISE
LOUISA, VIRGINIA

THE FIRST NATIONAL BANK OF ASHLAND, VA.

3% on Savings

INSURED BY F.D.I.C.

Congratulations to E. B. (Bob) Pendleton

THE BANK OF LACROSSE

LACROSSE, VA.

Member F.D.I.C. and Federal Reserve System

which were grouped such fiscal agencies as the Division of the Treasury, the Division of Accounts and Control (Comptroller's Office), the Division of Motor Vehicles, and the Division of Purchase and Printing.

As time moved on, first one division after another pulled away from the parent "Department of Finance" and, since it was a department in little more than name, it ceased to exist as such in 1948, when the Division of the Treasury was made the "Department of the Treasury" and the remaining Divisions of Accounts and Control, and of Purchase and Printing, were placed together as the "Department of Accounts and Purchases." As of July, 1958, these Divisions have also become separate departments.

Since the consolidation of all State funds was instituted in 1928, notable gains in the financial picture for the Commonwealth of Virginia have been made. Outstanding among these was the plan worked out in 1942 for the eventual retirement of the State's century-old debt, through putting to work the State's idle funds by means of the purchase of long term Federal securities, maturing in the years in which the debt falls due. Thus the entire debt will be liquidated in 1966.

FISCAL CHANGES

The latest change in State fiscal affairs was announced in June by the Treasurer, effective this month. This reduces the time of bank time deposits from six months to 90 days and brings about a corresponding decrease in interest rates, from two and one-half per cent, to two per cent.

Another change which is effective this July (1958) enlarges the Board of Trustees of the Virginia Supplemental Retirement System to nine and places on it the Treasurer, Auditor, Comptroller and Tax Commissioner. J. B. Woodward, Jr., of Newport News, remains its Chairman.

Though not a complete "glutton" for hard work, Bob Pendleton will take it on as long as the occasion demands. There is just one thing that he sweeps the decks clear for, and that is the hunting season. Let others take their vacations in the summer, and he will too, if work allows, but, come hunting season time and he wants to be off to the woods and marshes. Somebody reminded him he was about to be a city dweller—what was he going to do? He replied without hesitation, "I'll just visit."

He has always been interested in all types of athletics, but at college was too light for football, and, he claims,

Felicitations to E. B. Pendleton, Jr.

BANK OF CHRISTIANSBURG

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CHRISTIANSBURG, VA.

THE PEOPLES BANK OF RADFORD

RADFORD, VIRGINIA

Member Federal Deposit Insurance Corporation

Growing with Radford—Serving a Progressive Community

*Felicitations & Best Wishes
to E. B. (Bob) Pendleton*

WYTHE COUNTY NATIONAL BANK

WYTHEVILLE, VIRGINIA

Member:

FDIC — FEDERAL RESERVE SYSTEM

Congratulations to E. B. Pendleton, Jr.

The National Bank of Manassas

MANASSAS, VA.

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BOONE CONSTRUCTION COMPANY

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"not good enough to make the baseball team"; basketball was really his game. One summer he took up golf . . . but he said he gave it up immediately because he liked it too well, and there "just weren't enough hours in the day for another activity."

In 1938 . . . in what he considers the wisest move of his career . . . he married the former Mildred McLean from Grayson County, Virginia, who heads the "female contingent" of his family.

He has been asked, upon occasion, how he manages having five daughters around the house. He replies that they are not only "easy on the eyes, but very practical." They can wash dishes, make clothes, assist their mother in many ways and are "mighty fine to come home to."

Sally, the second daughter, is a junior in high school. Nancy is about to enter high school and Susan is in grammar school while, to the youngest, aged six, this Fall will mark her school debut. Officially her name is Christina, but she is "Tina" to family and friends.

CIVIC RESPONSIBILITY

When they move away from the big white house in Cuckoo, where the oldest Pendleton home was built around the turn of the nineteenth century, they face a new life which, the head of the house declares, will be like all the other "changes we had to make in our lives—both interesting and a challenge."

Bob Pendleton might well be called a "joiner," for in addition to his various official memberships he is also a Mason, Rotarian, member of the American Legion, Veterans of Foreign Wars, Farm Bureau, Sons of Confederate Veterans, Acca Temple and a member of the Board of Deacons at Gilboa Christian Church. He is also a member of the Sigma Chi Fraternity, and last year the Danville United Daughters of the Confederacy presented him with their Medal of Honor.

When Dr. Pendleton, father of Virginia's Treasurer, heard of his son's appointment to the coveted job, he didn't have much to say, except to remark that "the political life was not appealing" to him. To his son, however, it is much more than "the political life" . . . it is work he loves, and, to the man who "pays off" all State employees, including the Governor, and keeps the State's bills paid and her idle funds safely invested, it is an opportunity "to be of service to the people of Virginia."



The Imaginary Portrait of the South

(Continued from page 3)

and attitudes all over the globe had previously indicated, that all peoples do not wish to be like Americans. But while the nationals of alien countries are wooed—by money and platitudes—to induce them to love Americans, the Southerner has been bullied and insulted for being what the majority of Northerners *think* he is. A probably vital aspect in the "breakdown of communication" between the contemporary South and the other sections is the image of the South which exists in the national consciousness. It is a portrait of a region that has never existed save in the imaginations of those more interested in presenting personal viewpoints than in studying the region which they pretend to represent.

A few years back my services were sought by a couple of bright young "humanitarians" from an independent TV outfit in New York City who came to Richmond with their cameras and notebooks for the purpose of doing a documentary film. Never having crossed the Potomac before, they came South with a shooting script already prepared and their job was to illustrate a thesis they had developed in New York. My job, it turned out, was merely to guide them to "the hovels" occupied by Negroes and to some of the higher income-bracket sections of Windsor Farms. None of the new Negro projects were to be shot nor none of the stretches of white-owned houses that would be

BANK OF POCAHONTAS



POCAHONTAS, VA.

*Our best wishes to Bob Pendleton during his tenure of office
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more typical of the city than, say, Virginia House. The point of significance was that upon discovering that Richmond was not composed exclusively of mansions and Negro hovels, the young humanitarians who came to "document" the city lost all interest in their subject. This example was not as extreme as it may sound.

The young humanitarians built quite directly on the impressions left by the school of New England abolitionist-writers of a century ago. The general concept of the abolitionists is of a fanatical group who were absolutely dedicated to the freedom of slaves. This is false. The abolitionists were dedicated to a hatred of the South—as can be discovered by anyone with sufficient control of his blood-pressure to read Emerson, Longfellow and Whittier, with the pamphlets of Garrison and others. Whittier began his writing career in New England, without having crossed the borders of his own state, by conjuring up pictures of the South from his own tormented conscience and the readings of *other New Englanders*. Later, in 1854, Olmstead came through the South to buttress on the scene his impressions formed by antagonistic word-mongers from a distant region—as did the TV crew 100 years later.

WE'RE NOT LIKE HITLER

Not even Nazi Germany as an avowed enemy, not Russia today, has been presented to the world from as biased sources as the South in its own country. As early as Civil War times, Union soldiers wrote home that the South was not what they had been taught it was, and as late as yesterday a learned Jewish visitor from Europe said the South was so different from the impression given her that she was very confused to relate the two. The one burning impression to this visitor on the scene was that the Southerner does not hate the Negro. There was no faint similarity (as she had been taught) with Hitler against the Jewish people. It was a

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problem of indescribable complexity. What, as an European, the visitor recognized at once, was the element of social structure involved in the problem.

It is this element that is usually ignored in those portraits of the South that are drawn from a distance. Where very few Negroes exist in a social order, it is now generally accepted that the white inhabitants face no problem. But, though this fact has been abundantly made clear and is admitted even by those mass-publication media that act as the neo-abolitionists, citizens of those fortunate areas still regard the problem in the South as readily soluble. They could only do this from a background in which they had learned that the South is composed entirely of wicked white people whose reason for being is their hatred of the Negro. And only by such a distorted image of the South could decent people all over the country give tacit support to the enforcement of a Supreme Court "law" which supposedly is designed to correct inequalities.

Who, viewing an abstract, would not wish to right inequities? And who, feeling the oppressed were victims of hatred, would not feel very self-righteous in protecting the Negro against his oppressors? But if the wouldbe good-willer knew that the supposed oppressors were themselves the victims of the caricature of hatred, perhaps the first step would be taken toward an understanding of his real problem.

This is not to say that the most impartial judge would not find in the South intolerance and bigotry; but he would recognize that the South has no corner on that market: instead, the portrait of the South was drawn by intolerant bigots who never even bothered to study their subject. The real tragedy of both races is that when the Negro became a political pawn, he served the purpose not of humanitarians but of haters. He has been set against the Southern white, historically and today. He has been made the enemy, and, as in Reconstruction, he is acting the role thrust on him from the outside. Maybe

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the Negro has no friend; for a certainty the Southern white has none. The curious result is that non-involved people are going to pit races against one another in order to affect a common community ruled by Christian accord.

Possibly in the world's history no greater idiocy has been applied to the "well-being" of a commonwealth. But also possibly no uninvolved people ever knew so little about a social order they were trying to tamper with—or, indeed, so little about their own history in relation to the object of their well-intentioned interference.

But that is the way it is. An image of something that never existed is going to be changed by force to something that never was. But one thing you can make book on: whatever happens, it is going to be the problem of the South—this South of *Uncle Tom's Cabin* and the bright TV boys who can show it better from Madison Avenue than from the scene. And no contributor to the portrait of the South seems aware that he is doing precisely what Russians are doing to America. *This* is what makes the idiocy so alarming for our world position.

How can any responsible leadership be exercised by people who know so little about themselves? For the image of the South that no Southerner has ever seen implies an America that no American has ever seen. Using the imaginary portrait of the South as a whipping-boy of the national conscience (or symbol of humanitarian fashion by the conscienceless) merely places the anti-Southerner in the position of the all-time ostrich. In the line that the eccentric New Yorker wired from his haven in Virginia, "Who's looney now?"

Clifford Dowd

~

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Best Wishes to E. B. Pendleton, Jr.

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*All good wishes to Virginia's Treasurer,
E. B. Pendleton, Jr.*

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Best Wishes to E. B. (Bob) Pendleton

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Felicitations to E. B. (Bob) Pendleton

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LETTERS

Dear Mr. Dowdey:

In your issue of February 1958 you were very generous in the space devoted to my family and me during my administration as Governor of the Commonwealth of Virginia.

Carter Lowance was indeed very kind to write the article and I want to thank the Virginia Record for the space given to me and Carter Lowance for the article.

Sincerely yours,
Thos. B. Stanley

Best Wishes to E. B. Pendleton, Jr.

**CARROLL
COUNTY
BANK**

HILLSVILLE, VIRGINIA

*Best Wishes, Mr. Pendleton,
from the
Williamsburg Banks*

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and
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*Felicitations to E. B. Pendleton, Jr.,
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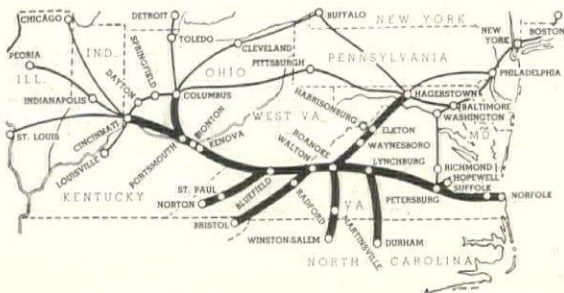
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