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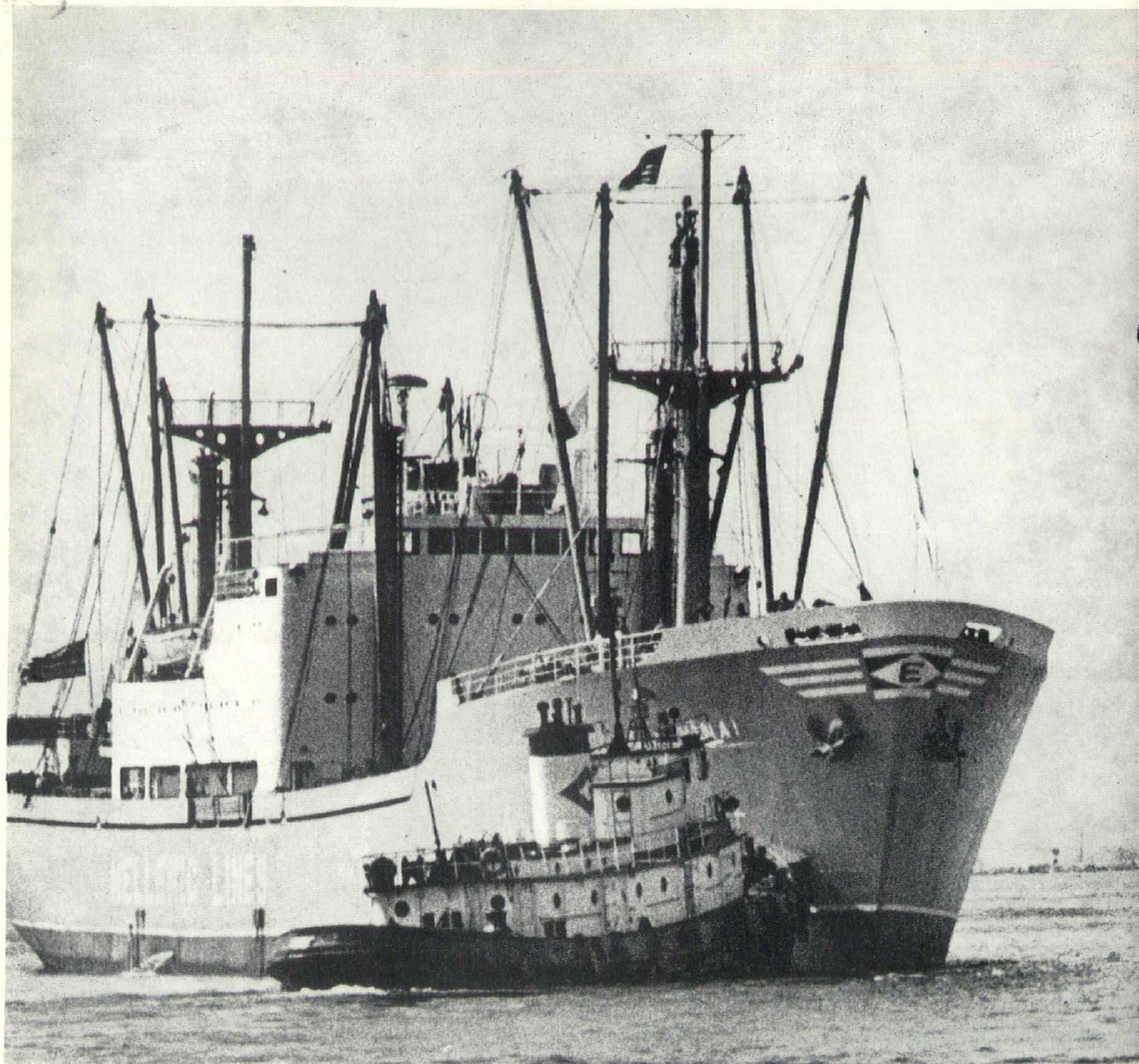
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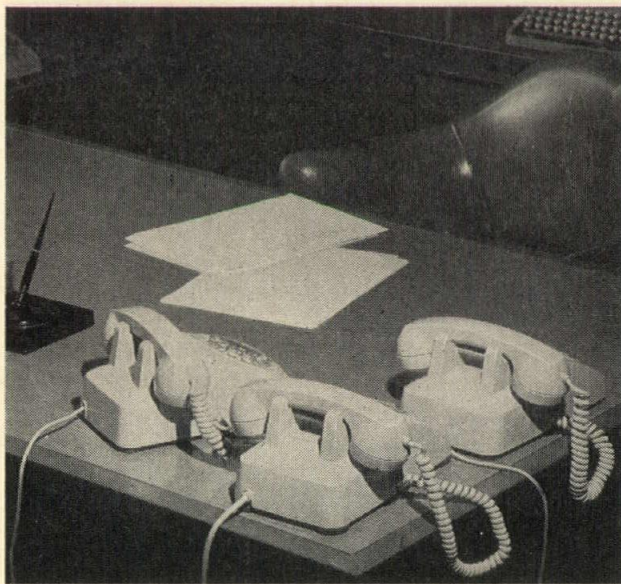
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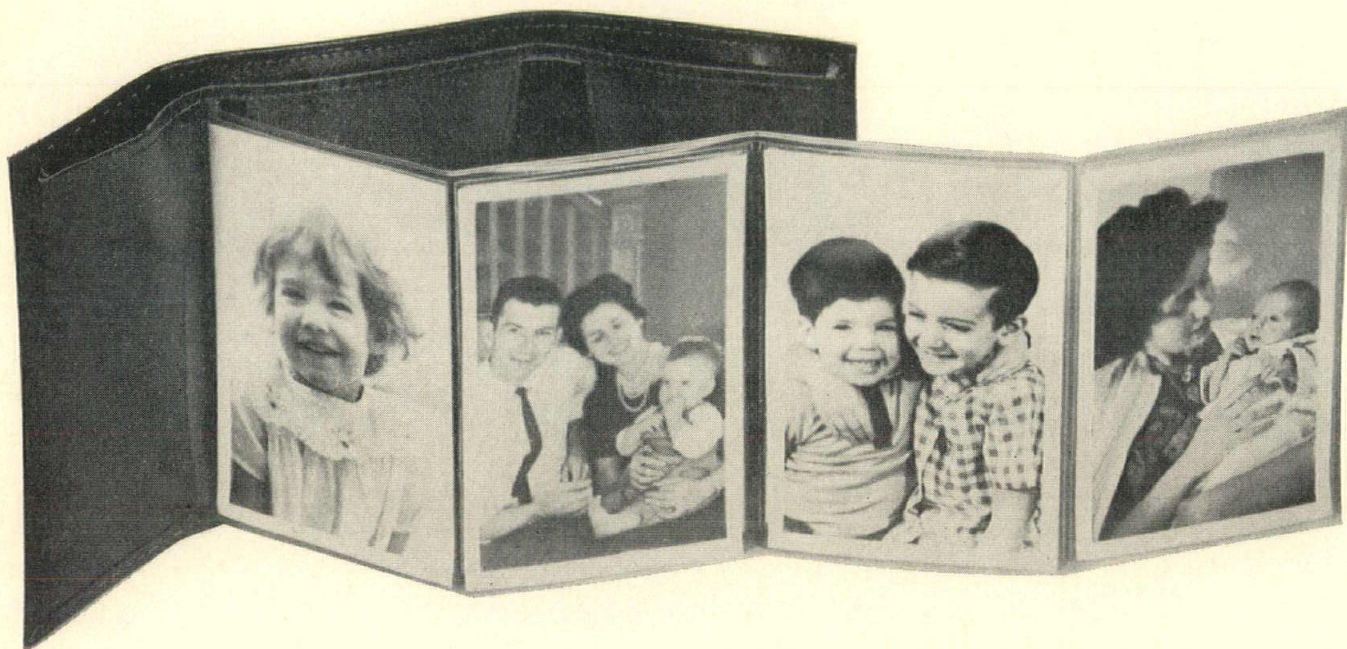
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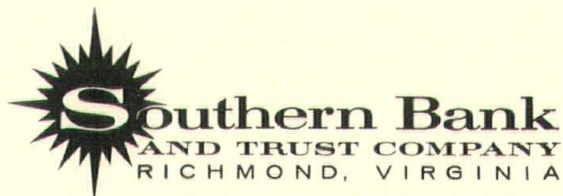
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JULY 1969

Students or "Bodies"

WHEN any of us has completed a long period of service at one place, I suppose there is a tendency toward reflection when the association is ended. Since my service of eleven years was teaching one class in college, I felt, in view of all the attention now being given the student population and the structure of universities, something of an obligation to develop some conclusions from my personal experience. "Personal experience" does not, in this case, limit one to the students he had known: teaching one class provided the opportunities to discuss shared experiences with countless professional teachers in a number of institutions of higher learning. Through those discussions, it was possible to discover common factors which seemed to obtain to all classes in all institutions.

The single factor which is the strongest in all teachers' observations is of the growing number of so-called students who do not belong in college at all. I remember when I was new at teaching asking an experienced member of the faculty about a young man in my class. I said, "Wasn't So-and-so a student of yours?" "Well," answered the professor, "I wouldn't exactly say that. He attended a class which I taught, but I wouldn't classify him as a student." Years later, I discovered that I could define all too many young persons who attended my class in the same way.

This was particularly baffling to me because my class was an elective, and attended by choice. It was called a class in "Creative Writing," but that was really an inaccurate description. Since most of the students had no talent for creative writing, nor any desire to become writers, I fitted the course to the material and involved a class which was actually a study of creative writing. A good deal of outside reading was required, on which the students wrote papers of original criticism. This criticism followed principles of creative writing which we studied in the class, and considerable self-discipline was demanded for students to develop their own original reactions within the framework of the fundamental principles.

As the course was an elective, and "creative writing" could sound like an easy way to gain credits without application, I made the course hard—and the grading harder. I emphasized to new students that I had arrangements with the deans whereby students who tried to get by without doing the work, who tried to fake, could be dropped at any time with an F. Despite this warning, and despite the newcomers observing that the older students were indeed working very hard, except for one semester, there were always one or more young persons who believed they could get by without applying themselves.

When I mentioned this (to me) phenomenon to a very good student, he laughed and said, "These people are so accustomed to faking their way by, that they can't believe there would be a class in which they couldn't fake their way through."

By and large these implausible fakes were stupid people. Their minds had a set," so that no matter what I said, and what they observed of the other students, somehow the work requirements in the class did not apply to them. One significant symptom of stupidity is the inability to profit from observation.

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DULLES TO BRUSSELS AND POINTS BETWEEN

By PAT BRYANT

MONDAY, May 12 saw the departure from Dulles International Airport of a group of 84 Virginians, led by Governor Mills E. Godwin Jr., headed for an updated, jet-age "grand tour" of the Continent. A grand tour aimed at generating new trade and new industrial investment for Virginia.

The group of elected and appointed officials, industrialists and businessmen flew to Brussels, Belgium where other Virginians and persons with Virginia business connections joined the party.

On hand to see them off from Dulles was Belgian ambassador Baron Louis Scheyven and a party of officials from his embassy. There was a champagne send off and the governor presented Ambassador Scheyven with a copy of the book, "The Face of Virginia," the picture book of Virginia scenes by photographer E. Aubrey Bodine.

May 13 found the party in Brussels where there was a reception for Brussels businessmen and government leaders at the Brussels Hilton.

May 14 was the all-important day of the Brussels stay. It started for the governor with a 10-minute meeting with Belgian Prime Minister Gaston Eysken, followed by a 30 minute meeting with Prince Albert, younger brother of King Baudouin, on the veranda of the royal palace. The governor presented mahogany tea caddies made in Williamsburg to the prince and prime minister. Accompanying the governor on his visit to the palace were J. Frank Alspaugh, director of the State Division of Industrial Development; John Meredith, traffic manager, Universal Leaf Tobacco Co.; Lloyd Noland Jr., chairman of the board of the Noland Co., Newport News; Maurice B. Rowe, Commissioner, State Department of Agriculture; John Wessels Jr., executive assistant to the governor; George C. McKinney, European director of the Virginia Ports Authority in Brussels; and a commercial attaché from the U. S. Embassy in Belgium.

In the afternoon, Governor Godwin opened the new Virginia-in-Europe offices in a modern building in a fashionable area of Brussels. The offices will serve a unique function among similar offices of the other United States—here will be headquarters for three state agencies concerned with European and Virginia trade and industry. The agencies are the Virginia State Ports Authority, Virginia Department of Agriculture and Commerce and the International Trade and Development Department of

the Virginia Division of Industrial Development. A press conference followed the ribbon-cutting ceremonies. And that night Governor and Mrs. Godwin were hosts at a formal reception and dinner to which were invited Belgian government officials, the American ambassador in Brussels, representatives of the European economic community, bankers, business leaders and ambassadors of European countries with which the Commonwealth has business ties.

May 15, the delegation separated with industrial development officials going to Zurich, Switzerland, and Governor Godwin and agricultural officials going to a cattle ranch at Linars in southern Spain. There the governor met with Spanish agriculture officials. After the visit to Spain, Virginia agricultural officials — Commissioner Rowe; Conrad Lutz, director of the Agriculture Department's Brussels office, and John Ligon, international trade director for the Division of Markets, left for appointments in Casablanca and Ribat, Morocco, and a two-day stop-over in Lisbon, Portugal, before returning home.

May 18, Governor Godwin flew from Spain to London and rejoined industrial development officials.

May 19, Governor Godwin addressed a luncheon gathering of 18 select British industrialists in London and in meetings presented tea caddies to the speaker of the House of Commons and the lord mayor of Westminster (a borough of London) C. A. Prendergast. He also invited House of Commons Speaker Dr. Horace King to attend the Jamestown Foundation celebration in August.

May 20, the mission returned to Belgium and, led by Virginia Ports Authority officials, visited the port of Antwerp. Governor Godwin also addressed a luncheon gathering of the American-Belgium Association.

May 21, the Virginians went to Cologne, Germany, where the governor addressed a luncheon meeting of about 35 West German industrialists and announced a fall industrial development mission to five West German areas—Frankfurt, Munich, West Berlin, Hamburg and cities in the Ruhr industrial area.

May 22, a typically "touristy" event—the Virginians cruised up the Rhine by river steamer from Cologne to Wiesbaden.

May 23, the mission officially ended and the governor and most of his party flew to London and on to Dulles.

The following is a list of the official party members, most of whom flew from Dulles on May 12 to be joined

in Brussels by other members of the party or their guests:

Gov. and Mrs. Godwin; Mr. and Mrs. J. Frank Alspaugh, Richmond (director state Division of Industrial Development); Mr. and Mrs. Charles Anderson, Berryville; Mr. and Mrs. Gaspare F. Battaglia Jr., Norfolk; Mr. and Mrs. W. H. Bowditch, Newport News (president, Bowditch Ford, Inc.); Mr. and Mrs. Douglas V. Bralley, Richmond (vice president, Bralley-Willet Tank Lines, Inc.).

Del. and Mrs. Thomas P. Bryan Jr., Richmond; Mr. and Mrs. Richard H. Bussard, Washington (vice president-operations, Washington Gas Light Co.); Mr. and Mrs. L. Clay Camp, Shadwell; Richard L. Cheeseman, Alexandria (president, Robinson Terminal Warehouse Corp.); Mr. and Mrs. Ransdell Chilton, Kilmarnock (president, Bank of Lancaster); Mr. and Mrs. John Daffron, Richmond (Associated Press writer); Mr. and Mrs. J. William Doswell, Richmond (J. W. Doswell Public Relations).

Mr. and Mrs. Robert V. H. Duncan, Alexandria; Mr. and Mrs. E. R. English, Altavista (president, English's Inc); Robert L. Gordon Jr., Richmond (president, First & Merchants National Bank); Mr. and Mrs. W. Wright Harrison, Norfolk (president, Virginia National Bank); Mr. and Mrs. Harry H. Holt, Newport News (secretary and general counsel, Newport News Shipbuilding & Dry Dock Co.); Mrs. J. Garland Hood, Richmond; Mr. and Mrs. Vern Jones, Norfolk (WAVY-TV).

Mr. and Mrs. Don L. Jordan, Roanoke (chairman of the board, Johnson-Carper Furniture Co., Inc.); Fred G. Kessener, Richmond (director of international trade and development, state Division of Industrial Development); Mr. and Mrs. Witold Kuncewicz, Flint Hill; Del. and Mrs. Edward E. Lane, Richmond; John J. Ligon, Richmond (Division of Markets, Commonwealth of Virginia).

Mr. and Mrs. Joseph H. Lucas, Richmond; Mr. and Mrs. Conrad Lutz, Brussels, Belgium (director of agricultural exports, Bureau of Europe, Virginia Department of Agriculture and Commerce); Mr. and Mrs. John M. McGurn, Richmond (president, Virginia Electric and Power Co.); Mr. and Mrs. George C. McKinney, Brussels, Belgium (European director, Virginia State Ports Authority).

Mr. and Mrs. John F. Meredith, Richmond (traffic manager, Universal Leaf Tobacco Co., Inc.); Mr. and Mrs. Herbert C. Moseley, Richmond (chairman, The Bank of Virginia);

Mr. and Mrs. William S. Nelson Jr. Onancock; Mr. and Mrs. Lloyd U. Noland Jr., Newport News (chairman of the board, Noland Co.); H. Grad Norfleet, Chuckatuck; Mr. and Mr. Edward C. Norman, Purcellville; R. E. Owens, Franklin (vice president, Franklin Equipment Co., Inc.).

Mr. and Mrs. William H. Perkins, Lawrenceville; Mr. and Mrs. Herman H. Pevler, Roanoke (president, Norfolk and Western Railway); Col. and Mrs. James W. Roberts, Norfolk; Mr. and Mrs. Richard D. Robertson, Staunton (vice president, American Safety Razor Co.); Mr. and Mrs. Maurice B. Rowe, Richmond (commissioner, Department of Agriculture and Commerce, Commonwealth of Virginia).

Mr. and Mrs. F. J. Rudershauser, Amelia (president, Virginia Laminating Co.); Mr. and Mrs. Denis E. Rubin, Brussels, Belgium (European director of Industrial Development); Mr. and Mrs. James A. Saunders, Richmond (president, Atlantic Varnish & Paint Co., Inc.); Mr. and Mrs. Joseph O. Saunders, Newport News (president, Mr. Frosty Seafoods, Inc.).

H. Richard Schwartz, Norfolk (director of commerce, Virginia State Ports Authority); Mr. and Mrs. Jacob C. Smith, Roanoke (executive vice president, Roanoke Valley Chamber of Commerce); William J. van Baken, Norfolk (executive vice president, United Virginia Bank International); Del. Daniel G. Van Clief, Esmont; Mr. and Mrs. Blair P. Wakefield, Norfolk (deputy executive director for commerce and traffic, Virginia State Ports Authority).

Dr. and Mrs. William R. Watkins, South Boston (president, South Boston Hospital and Clinic); John H. Wessels, Jr., Richmond (executive assistant to the governor); Mr. and Mrs. Michael W. West, Richmond; Tyle Whitley, Richmond (business editor, The Richmond News Leader).

Guests of official party members:

John Watts Bowditch, Staunton (American Safety Razor Co.); Mr. and Mrs. W. Richard Clark, Antwerp, Belgium; Mr. and Mrs. Lawrence T. Forbes, Roanoke (vice president for coal and ore traffic, Norfolk and Western Railway); Stewart K. Materne, Richmond (senior vice president, First and Merchants National Bank).

John C. Trackman, North Brunswick, N. J. (president, Brown Boveri Corp.) Miss Lorraine Williams, Chertonton; Mr. and Mrs. S. B. Witt, Brussels, Belgium (General Mills, Inc.) Maurice Wood, Cape Charles.

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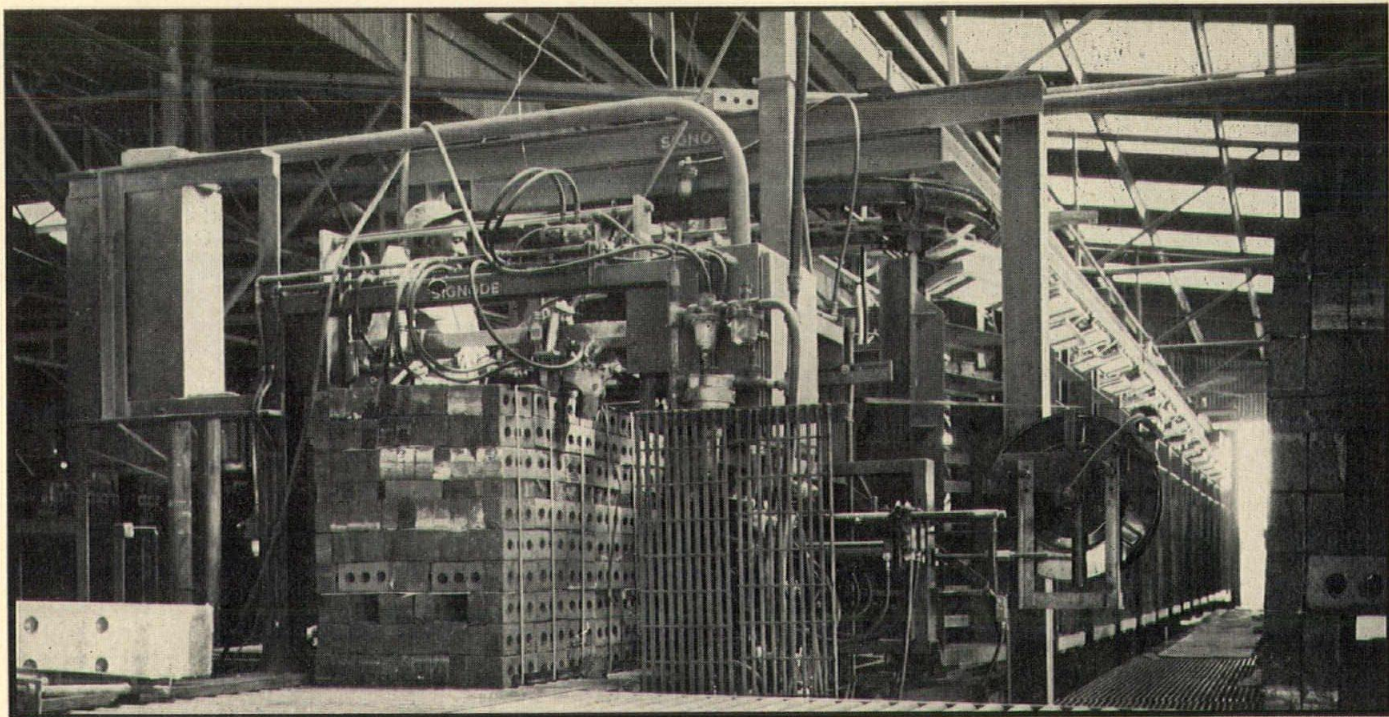
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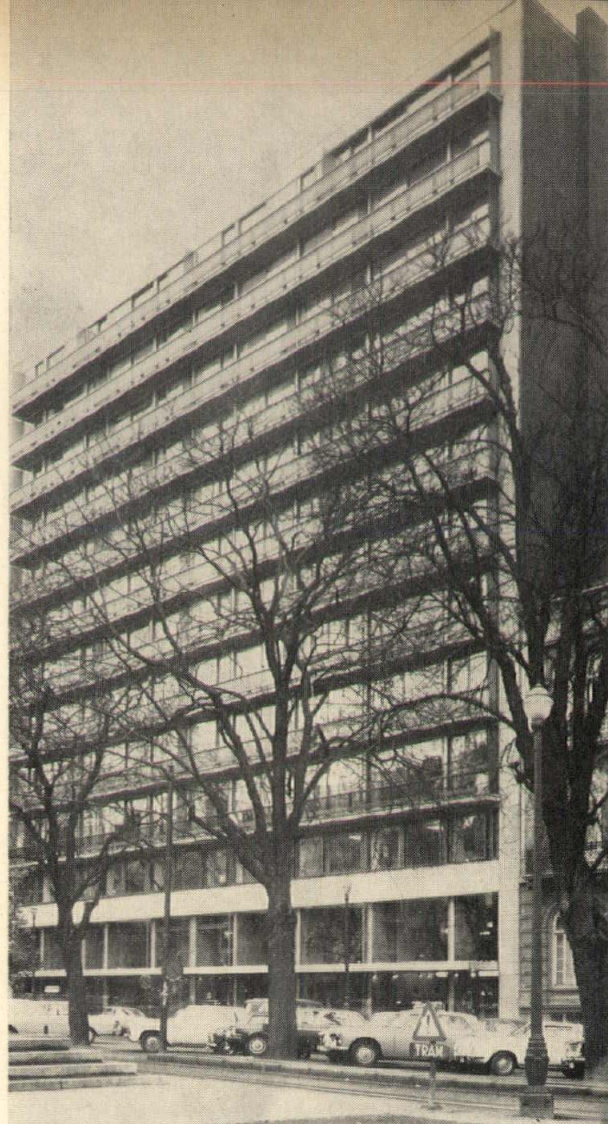
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VIRGINIA IN EUROPE

Brussels, Belgium
1969



Official Ribbon-Cutting, May 14. Shown above, (l-r) Maurice B. Rowe; Blair P. Wakefield; Mrs. Godwin; (obscured) J. Frank Alpaugh; Gov. Godwin; George C. McKinney; Fred G. Kessener and John F. Meredith.

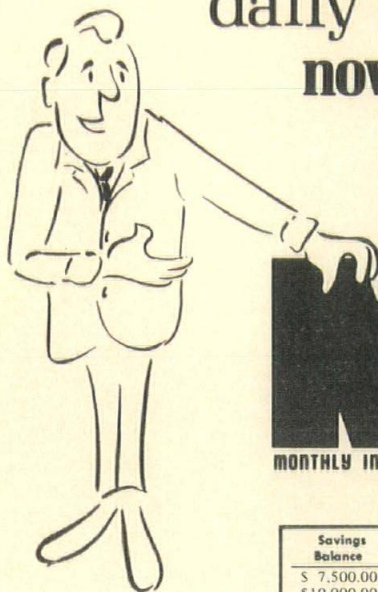


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Governor's press conference, after the ribbon-cutting was held in the State of Virginia's European office conference room. (Francis Haine Photographie)

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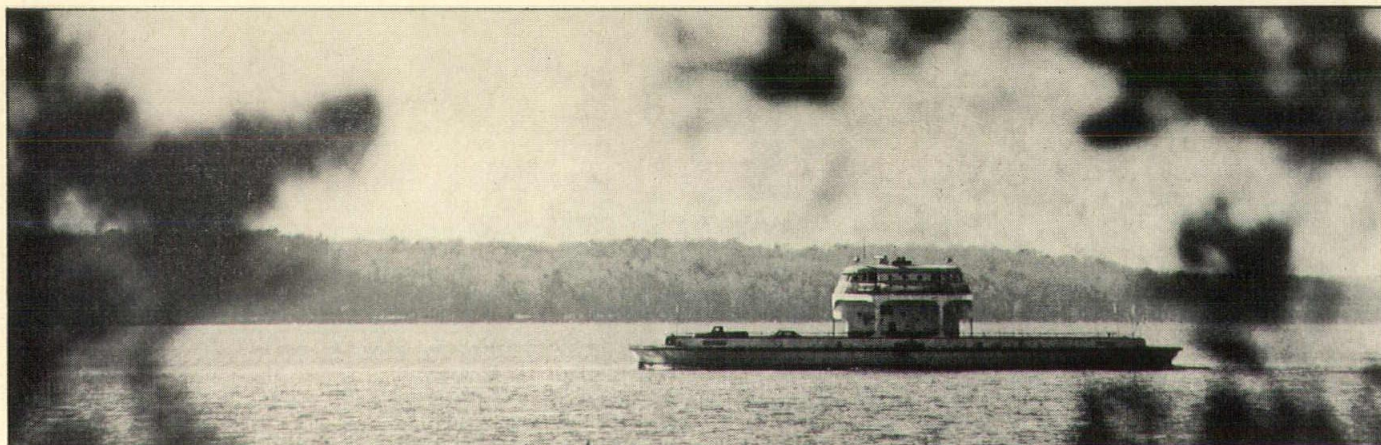
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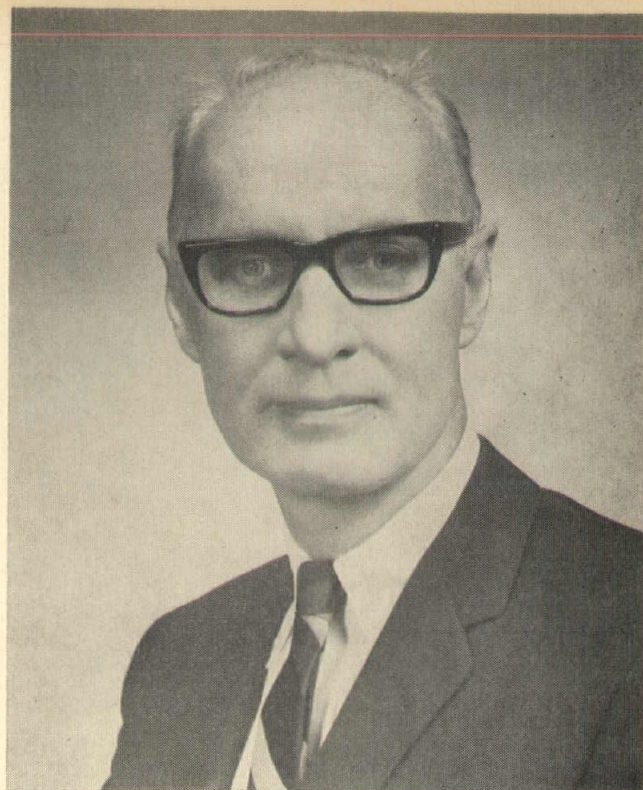
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VIRGINIA STATE PORTS AUTHORITY

Virginia Ports Make A
"Favorable Impression"



BLAIR P. WAKEFIELD

By

RUBY JEAN PHILLIPS

*Assistant Director, Public Relations
Virginia State Ports Authority*

THE FLOW OF FOREIGN TRADE between Virginia and Europe has long been a stabilizer of Virginia's port economy. In fact nearly half of the export trade through Virginia moves to Europe . . . some 16.8 million tons last year.

It was the potential of this lucrative market that prompted the Virginia State Ports Authority to open an office in Brussels in 1955. And it was primarily due to the success of this European office that the Commonwealth established joint offices in the same location this spring.

Virginia pioneered overseas promotion and made port history by becoming the first state to open a foreign office for solicitation of commerce through an American port.

Because of Virginia's successful efforts along these lines, nearly every major port in the United States has since opened similar offices, most of them located in Brussels.

Brussels is, of course, a landlocked city, some 40 miles removed from the nearest European seaport, but in selecting it as base for their overseas operations the State Ports Authority used a bit of shrewd diplomacy.

As European Director George C. McKinney said: "Had the Virginia

office been sited in the port of Antwerp, Belgium, then Rotterdam, Holland, could have been offended. Had Rotterdam been chosen instead, then Hamburg, Germany, might have yelled "unfair." Since these and many other European ports provide vital trade with Virginia, a compromise had to be found."

So, back in 1955, Brussels was chosen. It was well situated geographically, its fast rail, road and air communications were handy, and its rents and wage rates reasonable.

From this convenient location, the Virginia staff can serve such countries as Belgium, Denmark, Finland, France, Germany, Great Britain, Greece, Holland, Iceland, Ireland, Italy, Norway, Poland, Portugal, Rumania, Spain, Sweden, Switzerland, Turkey and Yugoslavia.

As in all of the State Ports Authority's branch offices, the solicitation through the Brussels office is carried out primarily through personal calls. Film and slide presentations featuring developments at Virginia's ports are arranged periodically by Mr. McKinney in cooperation with the interested shipping or international freight forwarding organizations of Europe's major port cities.

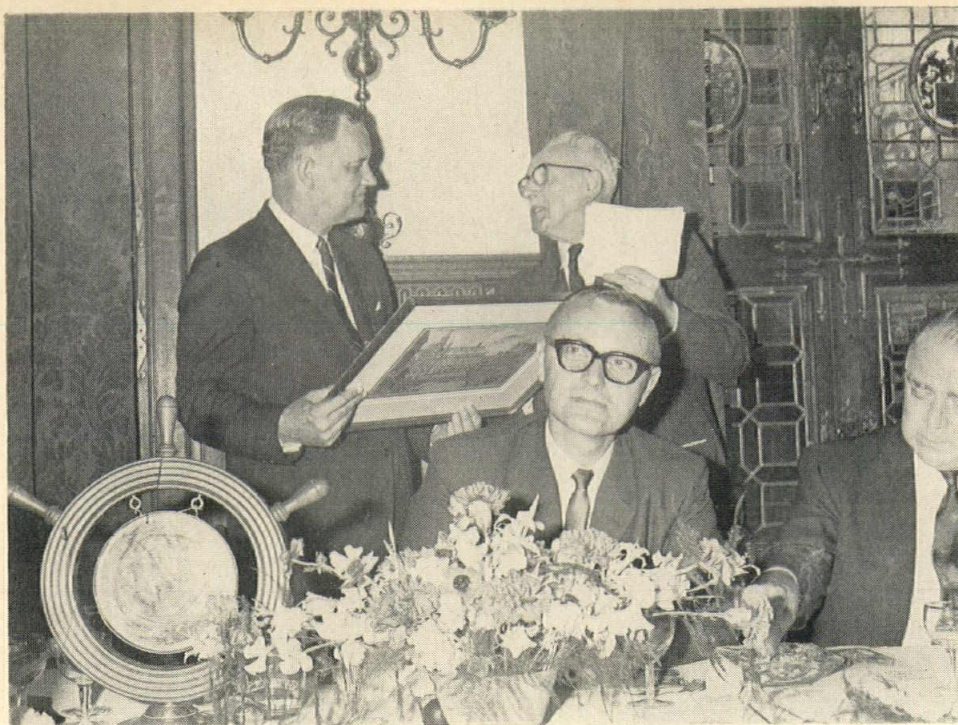
In addition, this office handles a highly effective direct mail and publicity program aimed every month to reach clients and potential clients of Virginia's ports and shipping publications in 17 countries of Europe, the Middle East and North Africa.

The contacts derived through the Brussels office during the years influenced the decision of the Virginia Department of Agriculture and Commerce and the Division of Industrial Development in joining forces in the same city. The VDAC has, in fact, been operating on a limited basis out of this office for about two years.

The personal contacts and exchange of information developed among shipping and port leaders in Europe over the years by the Authority's staff also helped influence the development of containerized and unitized freight at Virginia ports.

"There has been a tremendous change in our favor since 1966," Mr. McKinney said, pointing out the growing number of U. S. and European-flag shipping companies using the door-to-door system of delivering containerized freight between inland Europe and inland United States.

Although not all are involved in containerized shipping, there are some



VSPA LUNCHEON AT THE AMERICAN-BELGIUM ASSOCIATION
ANTWERP—MAY 20

Governor Godwin was presented a gift by Carl Le Bon, President of the American-Belgium Association (top photo). In the foreground are Robert Vleugels, general manager, Port of Antwerp Authority and John F. Meredith, chairman of the VSPA Board of Commissioners. Below is a general photo of the gathering. (photo by Van Hauwaert Karel)



15 steamship lines operating in general cargo service between Hampton Roads and the European continent. An average of two ships every workday sail from Hampton Roads in this service.

When containerization began gaining interest among European shipping circles several years ago, the Authority's staff in Brussels kept the stateside office informed on the progress. Because of this pipeline of information the Authority was able to foresee the changes coming about and realize the necessity of constructing container facilities on this side of the Atlantic to meet the demands of the European trend.

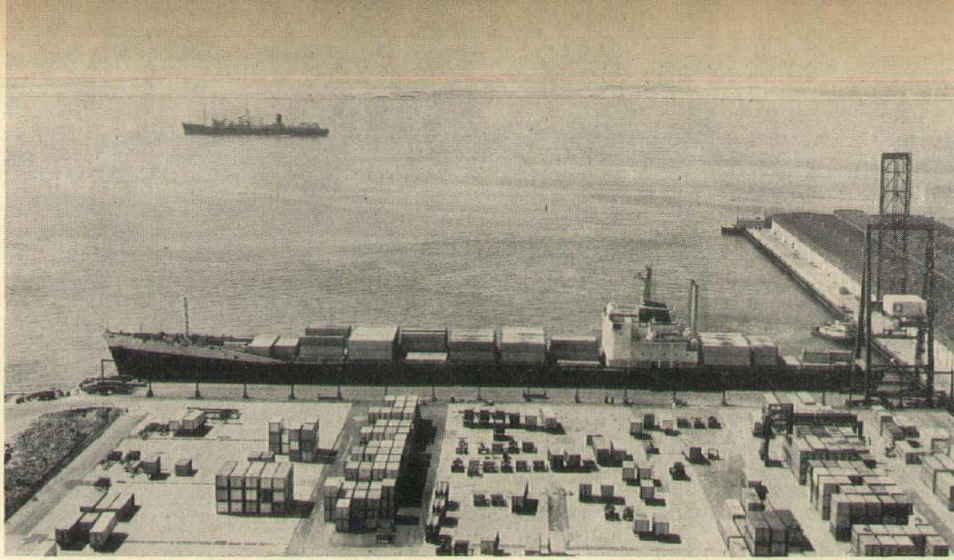
Last-minute modifications to the plans for a general cargo terminal at Portsmouth and quick renovations to Norfolk International Terminals provided Hampton Roads with two full container berths. They were both completed and open for business in time to handle the early container traffic out of Europe.

This action on the part of the State Ports Authority and the cities of Portsmouth and Norfolk placed Hampton Roads in the number two spot as an East Coast container load center, second only to New York.

With this edge over other East Coast ports, Hampton Roads has continued to thrive in container traffic. The need has already arisen for additional facilities to keep Virginia's ocean ports competitive. The State Ports Authority expects to present before the 1970 General Assembly a capital outlay request for \$11,710,000 to provide second container berths at both Portsmouth Marine Terminal and Norfolk International Terminals. It will also provide for a second break bulk general cargo pier at Newport News and improvements to Richmond Deepwater Terminal.

Facilities are vital to the ports but they are not the total answer to continued growth. Solicitation of cargo is equally important and it is here that the State Ports Authority's commerce department plays such an important role. Commerce operations are carried out through the Norfolk office as well as branch offices in New York, Chicago, Winston-Salem, Tokyo and, of course, Brussels.

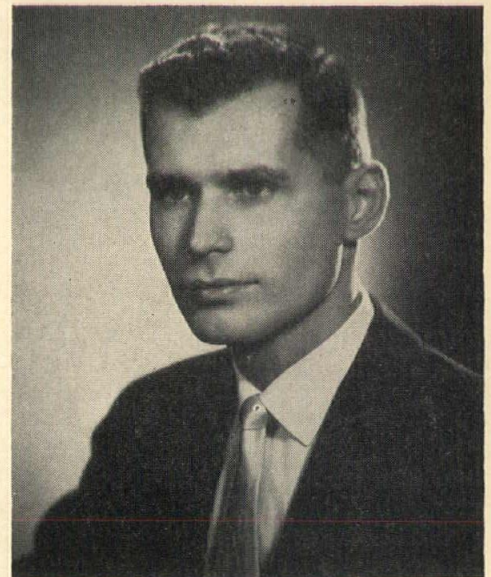
In addition to the Authority's efforts in commerce solicitation, the various trade missions for Virginia have produced considerable results in bringing new traffic through the port and will continue generating long term benefits.



The AMERICAN LARK is one of United States Line's new cargoliners which call weekly at Norfolk International Terminals in a direct 21-day service between Hampton Roads and Europe.



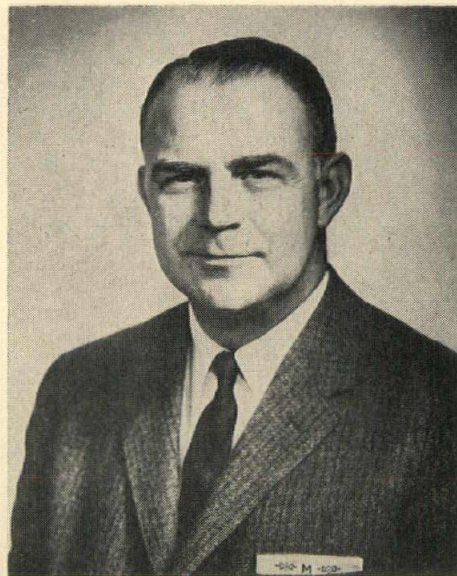
GEORGE C. MCKINNEY
European Director, VSPA



H. RICHARD SCHWARZ
Director of Commerce, VSPA



HARRY H. HOLT, JR.
Commissioner, Newport News



JOHN F. MEREDITH
Chairman, Board of Commissioners



RICHARD L. CHEESEMAN
Commissioner, Alexandria



LAMBERTS POINT AT NORFOLK

The State Ports Authority has assisted and participated in the trade mission to Europe in 1967, the one to Australia in 1968 and the second one to Europe in May of this year, held in conjunction with the opening of the new joint offices in Brussels.

It was during the most recent mission that Governor Mills E. Godwin Jr. was able to see first hand the progress the Port of Antwerp has made in container facilities.

At a luncheon for the American-Belgium Association in Antwerp, sponsored by the State Ports Authority, Governor Godwin said Antwerp deserves much of the credit for some of the pioneer moves which have been made in Virginia ports. As an example he cited the container service between

Antwerp and Hampton Roads.

"Our mutual hope, both here and in Virginia, is that our respective ports will continue to be concentration points for container cargoes as well as major shipping points for other cargo," he told the group.

He pointed to the fact that two trade missions have visited Belgium in the past two years as proof of the state's interest in foreign trade.

"I think it illustrates in very persuasive terms the greatly increased interest that Virginia now has in this entire mutual endeavor of exchanging goods, services and finances," Governor Godwin said.

Back in the United States, the governor described the mission as "fruitful" and said that, after talking with

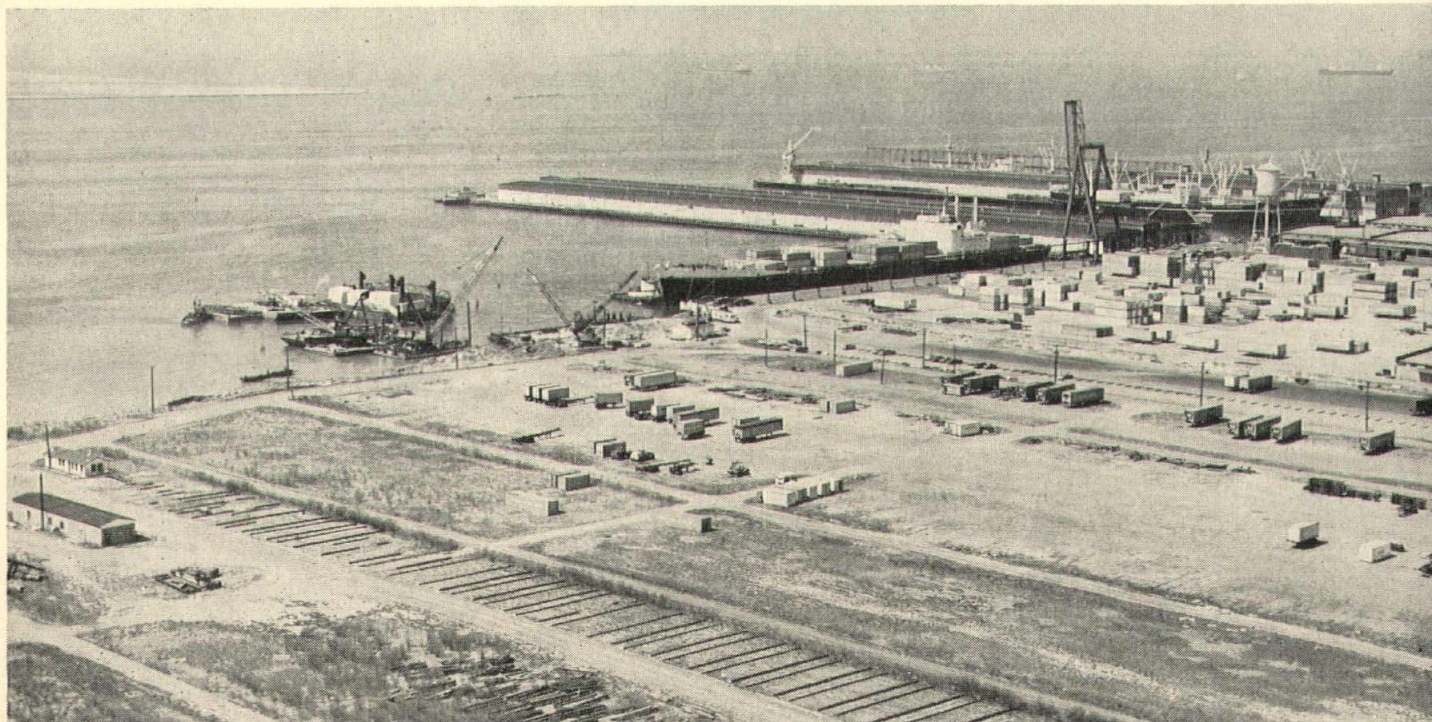
shipping interests, the Virginia port make a "favorable impression."

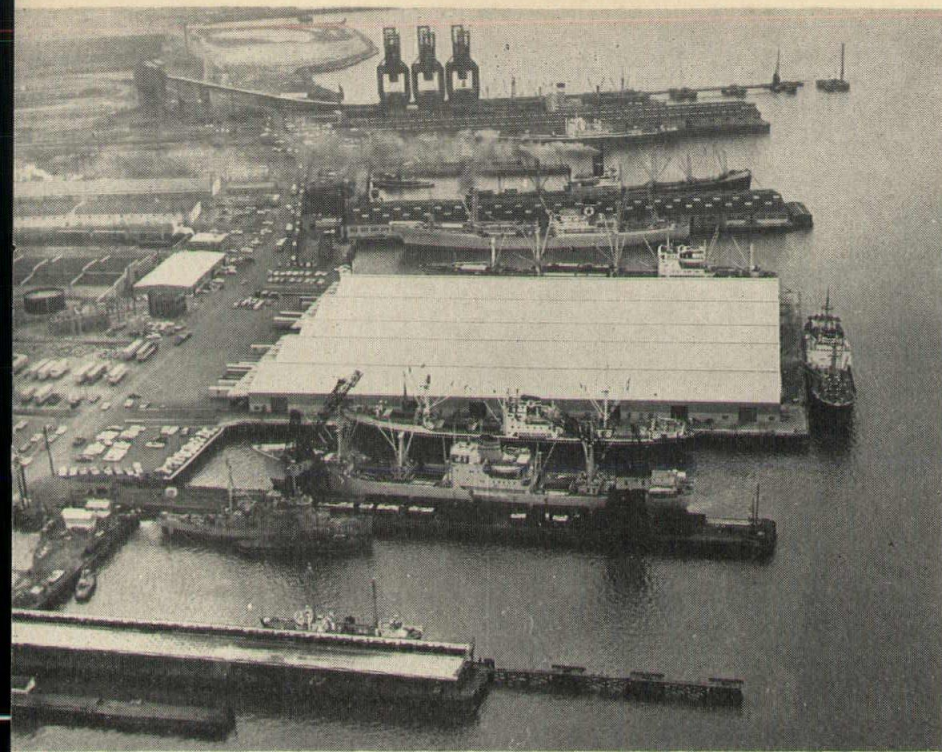
He also said he became convinced of the need for container facilities after visiting the Antwerp facilities.

"Everything there points to containerized handling and roll-on/roll-off types of cargoes," the governor said. "It seemed clear to me that ports that do not employ this type of facilities will not get much business in foreign trade."

"I will say that Virginia's concern for establishment of containerized facilities at Hampton Roads has been more than justified," he added, "and if we are to remain competitive on the Atlantic Coast we must further enlarge the facilities."

NORFOLK INTERNATIONAL TERMINALS (Second container berth under construction in foreground)





The Virginia State Ports Authority will request funds from the 1970 General Assembly for a second general cargo pier at Newport News, similar to Pier "B" which was completed in 1967. The new pier will have even more provisions for handling container traffic.

Portsmouth Marine Terminal, nearing its second birthday, is the newest marine terminal on the Atlantic Coast. Atlantic Container Line vessels (foreground) sail direct to Europe from this terminal once a week and Moore-McCormack vessels (background) sail direct to Hampton Roads from European ports weekly.



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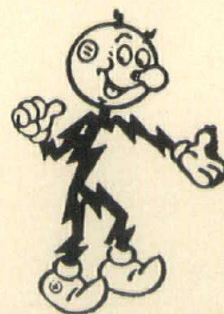
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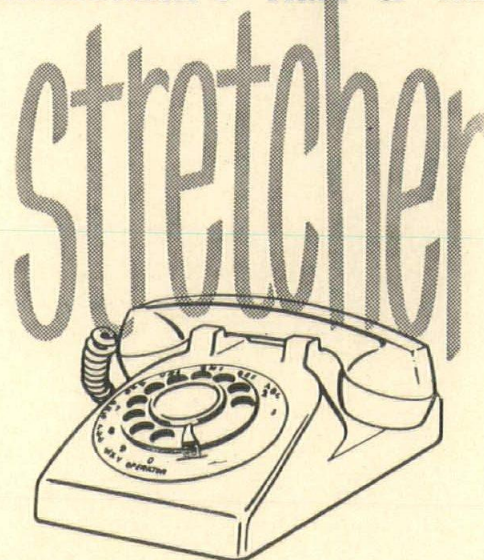
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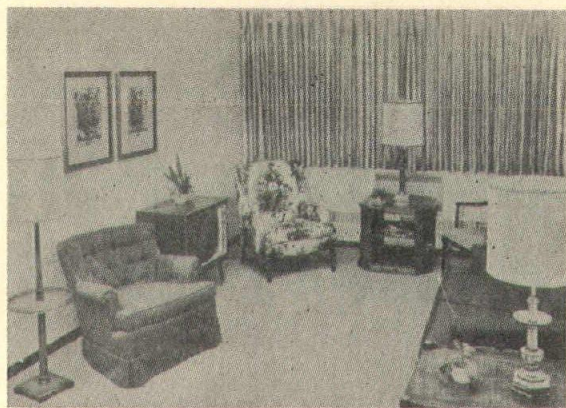


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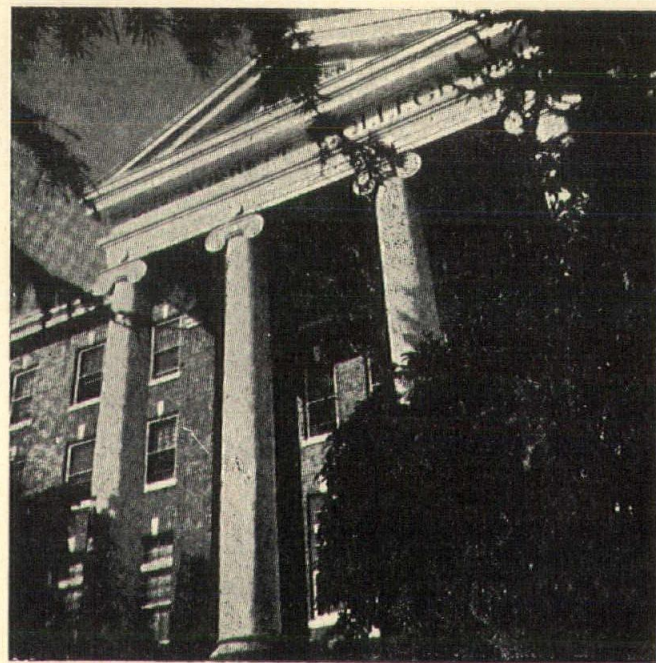
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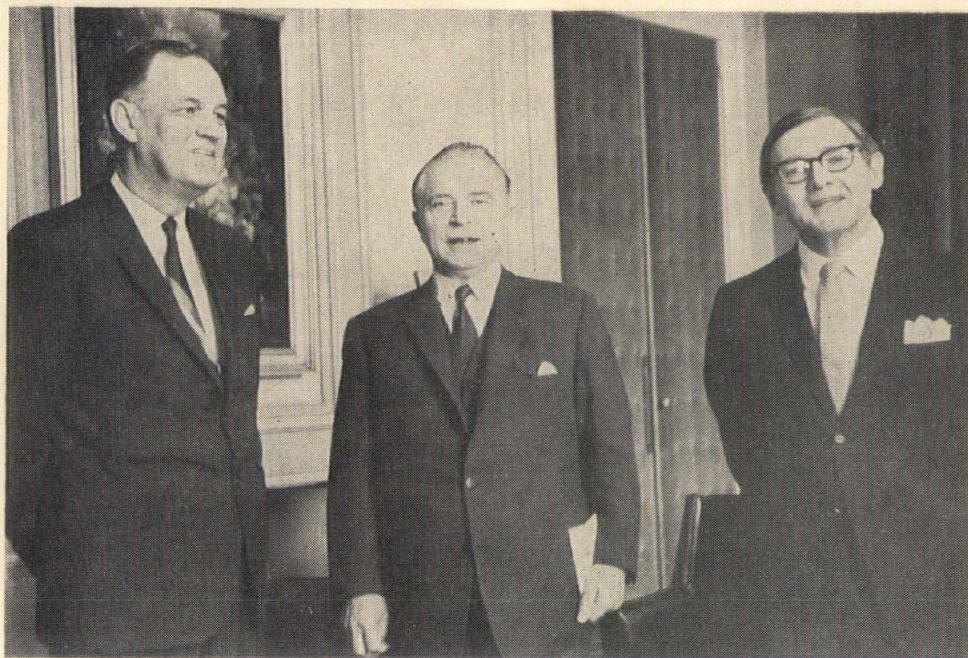
Reception following ribbon-cutting (Francis Haine Photograph)



Protocol Dinner (L-R) Mrs. Gaston Eyskens, Mrs. Godwin, Gov. Godwin, Prime Minister Eyskens of Belgium.

Governor Godwin, Prime Minister Eyskens and Lloyd U. Noland.

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ROADWAY... Subgrade: Unstable silt-clay. Base: 8"

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CONTRACTOR... Clyde R. Royals, Inc., Hampton, Virginia, a member of the Virginia Asphalt Association Inc. and the National Asphalt Pavement Association.

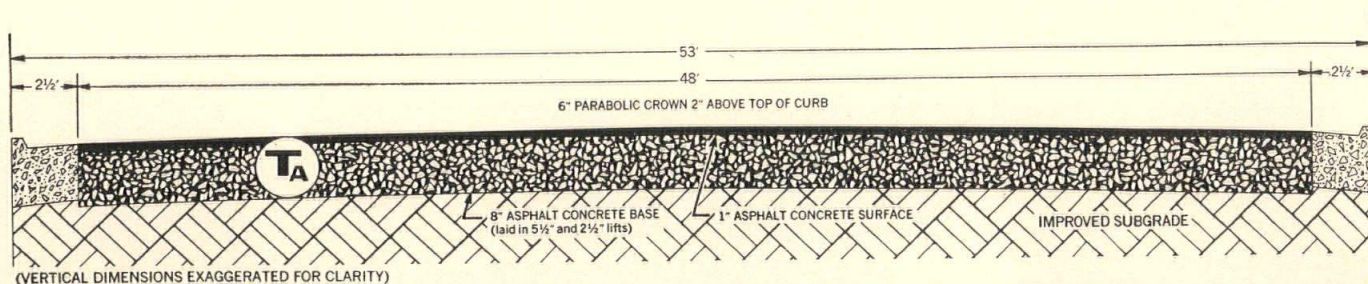
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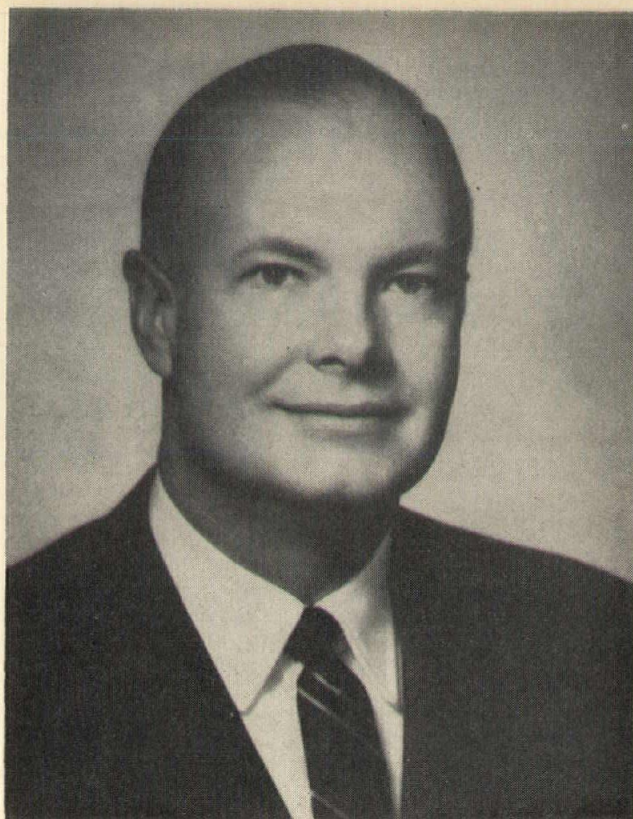
"Potential Exists"

By

RAY SCHREINER

Information Director

Va. Department of Agriculture & Commerce



MAURICE B. ROWE

COMMISSIONER Maurice B. Rowe has just completed his third trip in three years helping in the search for new markets for Virginia's agricultural commodities.

"There is every reason to believe that Virginia's export trade volume, both agricultural and industrial, will continue to increase," said Rowe.

The first trip to Europe by the Commissioner was a part of the Virginia Trade Mission in 1967 headed by Governor Godwin and visited Spain, Italy, Sweden, and Belgium. In 1968 the Commissioner joined with representatives of Virginia's apple industry on a fruit trade mission to Venezuela, Suracao, Puerto Rico and Jamaica.

This year's trade mission, again headed by Governor Godwin, included stops in Belgium, where the new state office was officially opened, Spain, Portugal and Morocco.

"The opening of the International Trade Office for Virginia, in my opinion, was an outstanding success," said Commissioner Rowe. "Our representatives in Brussels for the Department of Agriculture and Commerce, the Division of Industrial Development and the State Ports Authority did an outstanding job of organizing and arranging for the dedication ceremonies. They also extended invitations to many prominent persons from Europe and we had in attendance, in addition to the 106 USA citizens, most of them Virginians, who joined the Governor

on the trip to Europe, about 150 European citizens who were interested in our trade effort and the opening of this joint office.

"In discussing our trade relations with persons from Europe at the Brussels meeting, I found that there was much interest in developing additional trade and that these people were most interested in being put in contact with appropriate people in our state with whom they might do business directly instead of going through other channels.

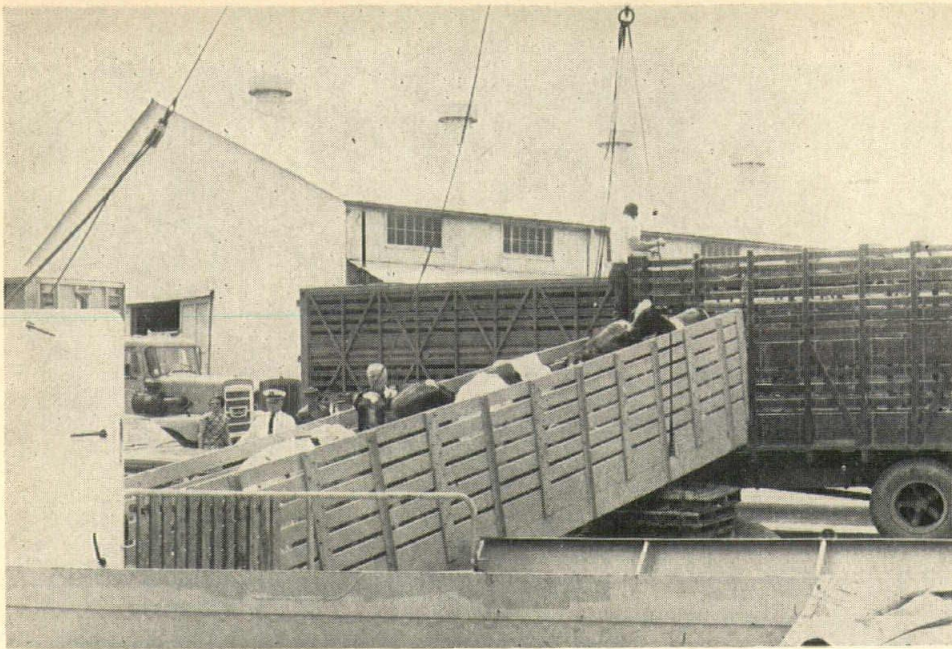
"When we left Brussels with the Governor and the group that accompanied him," continued the Commissioner, "we went into Spain where we visited with some people who have been most interested in working with us and who have actually purchased some of our cattle.

This was the 20,000 acre ranch of Leonardo Valenzuela in Linares, Spain. Mr. Valenzuela's sons, Carols and Francisco, visited Virginia last August and placed an order for 52 Angus cattle valued at about \$30,000. They invited the Governor and the

Commissioner to visit their ranch on this trip. The Valenzuelas maintain some cattle on the ranch and are seeking to develop an Angus herd. They also raise alfalfa, onions, and olives on the irrigated ranch. The first contact with the Valenzuelas had been at a trade fair last year in Madrid.

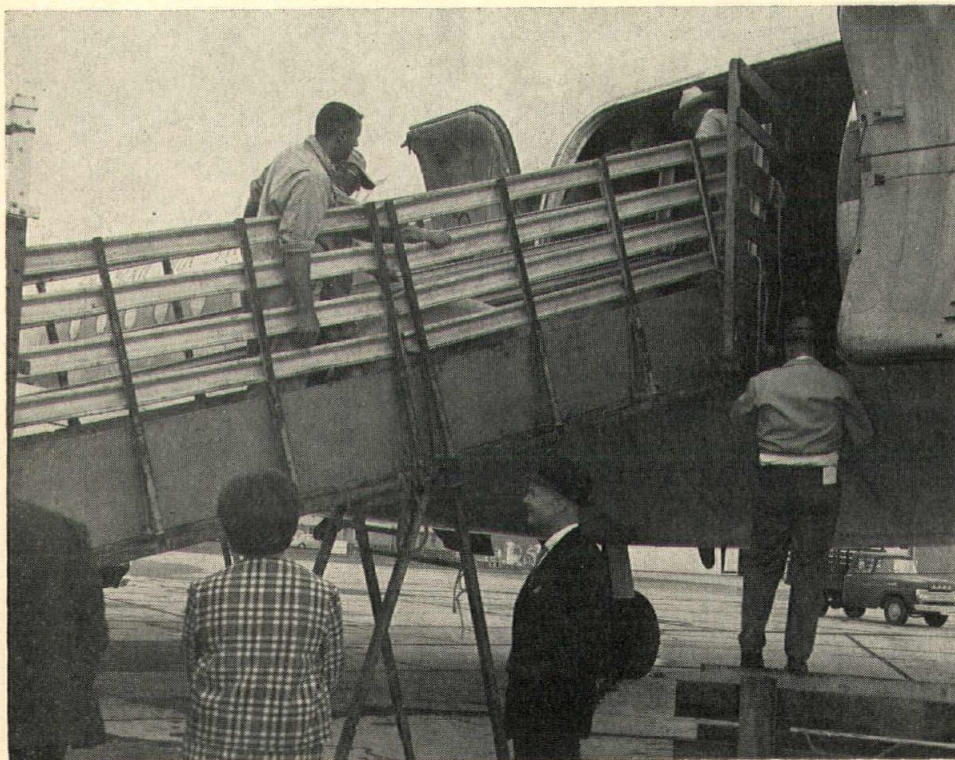
Discussing the potential in that country, Mr. Rowe said, "Spain offers considerable possibilities provided that we can get our prices in line with competition. Spain is a country that is developing rapidly in all sectors. A nation that is going through this type of economic development naturally offers considerable trade potential. It becomes a matter of our people working with and through our state offices and making direct offers to business people in Spain. And when I refer to business people, I also include the people who are so vitally interested in agricultural development for Spain."

The Commissioner next stopped in Morocco visiting the cities of Casablanca and Rabat. Here the Virginians talked with numerous business and governmental officials.



Shipment of cattle leaving Port of Richmond for Italy.

Commissioner Maruice B. Rowe is an interested spectator as loading ramps are adjusted in preparation for the air-shipment of 65 head of Virginia Swine to Santiago, Chile. (Sept. '67)



In summing up this part of the journey, the Commissioner had this to say: "Morocco too is a nation that is on the threshold of some major economic developments. This nation offers still greater opportunity for the future, I think, for International Trade and particularly for increased trade between businesses of Morocco and business in Virginia. The government officials are very much interested in agricultural development because there is such a large sector of the population that is living under conditions which we would consider below standard. The government realized that one way to raise their standard of living would be through agricultural development.

"In Morocco it is obvious that through appropriate contacts by our people in Virginia working with and through our state people there can be considerable potential for trade; I think it is almost unlimited if we can get together on prices and certain types of joint ventures."

A wide range of possible markets apparently is open to Virginia exporters from information received by Commissioner Rowe on this trip to Europe. He said, "From Conrad Lut of our Brussels office, C. T. Barns, our former international trade director and his successor, John Ligon, I have received reports that would indicate opportunities for trade in Iran, Turkey, and Greece. These are nations with which we have not yet traded but offered opportunity for cattle and other products.

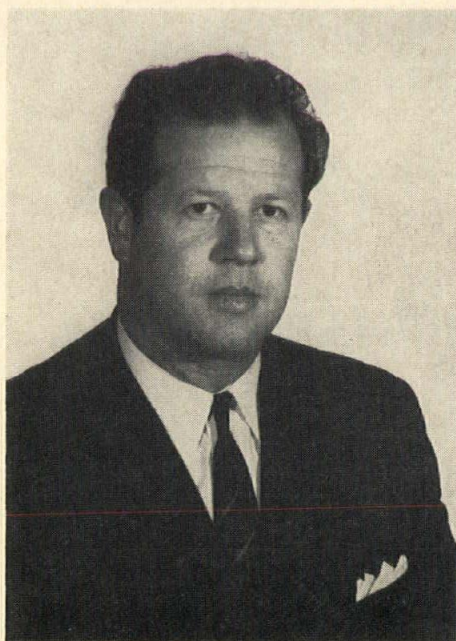
"In Italy we have found there is considerable interest in cattle as well as in hogs, and some work is now being done to negotiate trade on hogs with several people in Italy."

When he was asked to summarize his overall impression of the trade mission, Commissioner Rowe said, "I believe that our trade relations with the nations of Europe, northern Africa and the Middle East offer a great opportunity, provided that we are willing, through business people in Virginia including farm organizations, cooperatives and industry, to really speak in terms of meaningful trade relations. To do this we must have increased effort by our own forces in the Department of Agriculture and Commerce and the other agencies of state government, but in addition we must have more interest and concerted effort by the people who have the products to sell and offer on a world market.

"To me, I believe the potential exists. We have numerous advantages that will allow us to do business with



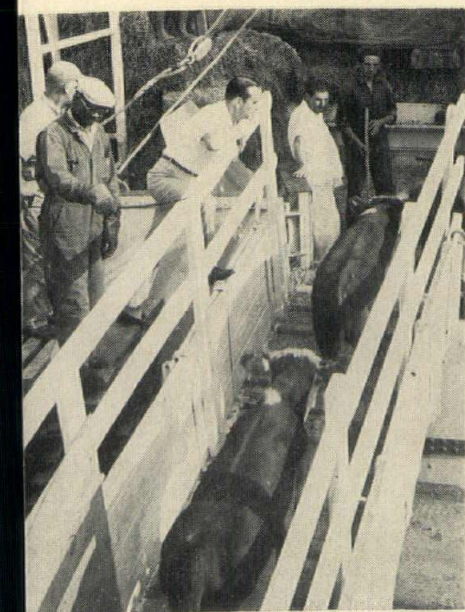
JOHN J. LIGON
International Trade Director, VDAC



CONRAD LUTZ
Foreign Trade Representative, VDAC



Typical ship leaving Port of Richmond.



Shipment of cattle leaving Port of Richmond for Italy.



OSCAR W. KENNEDY, JR.
International Trade Specialist, VDAC



Typical ship leaving Port of Richmond for overseas.

Fred Crittenden of Hardyville, (on ramp) a member of the Virginia Purebred Swine Breeder's Association helps one of the 65 head of improved quality hogs up the ramp on its way to Santiago, Chile (Sept. '67)



these nations of the world, yet I think that we must put forth more effort in terms of showing these people that we are vitally interested in doing business with them through specific offers for sales contracts on various commodities.

"The trip to the several nations we have visited has offered me the distinct opportunity to analyze our trade potential personally and jointly with John Ligon and Conrad Lutz. I believe that in discussing many aspects of our International Trade program we have a much clearer concept of what we need to do now in order to arouse interest of Virginians in International Trade and what we need to do through our state program to develop contacts in these nations abroad. Virginia has a distinct opportunity. We in Virginia take a great deal for granted. Throughout my travels I found considerable praise for our International Trade program. Praise that I think goes far beyond that which we have experienced thus far. And it would indicate the people in many of these nations are aware of what Virginia is doing. They are very much interested. I think the challenge is ours to work with Virginia citizens and Virginia businesses and if these people are interested, in fact, in doing business abroad, it can be arranged.

"We were especially pleased with the wonderful reception that our Governor received in his travels. He once again did an outstanding job as a real ambassador for the Commonwealth of Virginia.

"His manner in meeting people and in discussing business propositions was outstanding and as usual he had great charm in discussing our state and the interest which we have in doing business abroad. He received many generous compliments and I know that his part in this program of developing International Trade will be quite instrumental in the future."

"It is too early as yet to estimate the full results of this trip," said Commissioner Rowe, "but export of Virginia products now represents 15 percent of the farmer's income in the state and is becoming increasingly important to Virginia's agricultural economy. It is now estimated that \$3,495,000 in foreign sales was stimulated as the result of the work of the department's export promotional effort last year."

The International Trade Section of the Virginia Department of Agriculture and Commerce was established in August 1966. One of the first steps taken was an agreement with the Virginia State Ports Authority that pro-

vided for the part-time services of
 heir Brussels, Belgium foreign trade
 representative, Conrad Lutz. In 1968
 Lutz became the first strictly agricul-
 tural representative for a state govern-
 ment, then he was appointed a full-
 time representative for VDAC.

An American citizen of Swiss origin,
 Lutz worked for a time on a California
 dairy farm and served as liaison co-
 ordinator between the United States
 Army and military and commercial
 representatives of railway and truck-
 ing companies in France, Germany,
 and Italy.

Lutz can speak six languages. Mrs.
 Margaret O'Hea, secretary in the
 Brussels office and Miss Karen Feder-
 son, secretary in the Richmond office
 can both speak three languages, so
 the language barrier has not presented
 a problem in dealing with potential
 buyers.

Heading the International Trade
 Office in Richmond are John J. Ligon,
 director and Oscar W. Kennedy, inter-
 national trade specialist. Their work
 keeps them constantly on the go. Ligon
 was a member of the Governor's
 mission to Brussels and served as a liai-
 son man for the Commissioner and
 agricultural representatives. As his trip
 to Europe began, another journey for
 Kennedy ended.

Kennedy had visited Chile, Brazil
 and Mexico in the interest of develop-
 ing new trade areas. While in Mexico
 he visited farms where some 63 Vir-
 ginia cattle exported to that country
 are now living.

"The Virginia cattle seem to be
 thriving in their new environment,"
 said Kennedy. "From the information
 gathered on the trip, they seem to be
 doing better than some of the other
 cattle imported from other states."

Kennedy visited Chile to follow-up
 shipment of Virginia swine to ten
 Chilean hog breeders. The 65 swine,
 of Hampshire, Yorkshire and Duroc
 varieties were sent by air to Chile from
 Richmond's Byrd Field last September
 to improve the quality of hogs in that
 country. "The buyers are pleased with
 their purchase," said Kennedy, "and
 are interested in additional purchases."

Looking at the overall trade effort,
 Ligon said the development of an
 export program requires work in three
 areas:

"First, we conduct trade develop-
 ment surveys and studies to find the
 potential markets for Virginia pro-
 duced farm commodities. Second, we
 study the economic possibilities to find

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(Continued on page 48)

L O N D O N



Above—The Virginia Delegation with Dr. Horace King, Speaker of the House of Commons . . . (l-r) Dr. King; John M. McGurn, president VEPCO, Richmond; Governor Godwin; H. Grady Norfleet, Chuckatuck; J. Frank Alsbaugh, Director, Division of Industrial Development; Lloyd U. Noland, Jr., Noland Co., Newport News; Del. Thomas P. Bryan, Richmond and Del. Edward E. Lane, Richmond.

Below—London Luncheon . . . Governor Godwin and Lord Thompson of Fleet Street. (Lord Thompson owns a Petersburg newspaper)



E N G L A N D



London Press Conference . . . (l-r) Governor Godwin, J. Frank Alsbaugh, Director, Division of Industrial Development; Fred G. Kessener, Director, International Trade & Development, Div. of Industrial Development.

London Visit . . . Governor Godwin presents commemorative gift—Tea Caddy—to C. A. Prendergast, Lord Mayor of Borough of Westminster.



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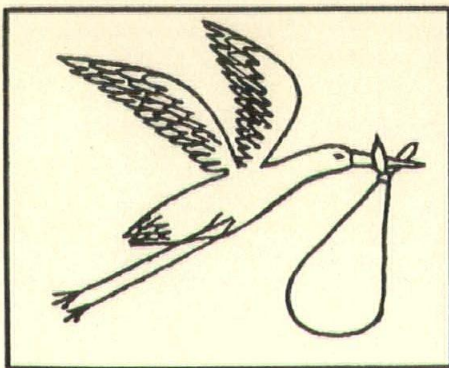
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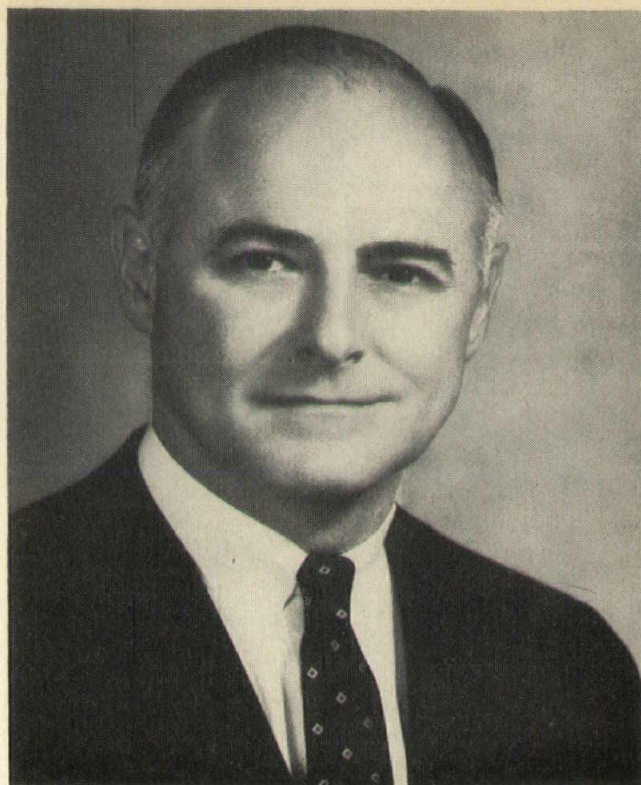
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VIRGINIA DIVISION of INDUSTRIAL DEVELOPMENT

"Completely Successful Mission"

By

PAT BRYANT



J. FRANK ALSPAUGH

VIRGINIA CAN EXPECT an imported boost to its economy in the near future.

The boost will come from European sources wooed during a 10-day, five-nation mission in May, headed by Governor Mills E. Godwin Jr. Announcements of new investors, even new industries for the Old Dominion are imminent from the state's Division of Industrial Development. Just when the announcements will be made is a matter that requires just about as much pre-timing as a well ordered space launch. But the announcements are forthcoming say division spokesmen. And this much is certain—prospects were lined up and another industrial development mission has been announced as a direct result of the most recent trip.

J. Frank Alspaugh, Director of the Division of Industrial Development, returned from the mission "pleased" at its results which he termed "completely successful."

The mission took the Virginians—selected and appointed officials, industrialists, businessmen, industrial development people—from Dulles International Airport on a jet flight to Brussels, Belgium on May 12. Everyone flew tourist class and everyone (including Mrs. Godwin), except for officials, paid his or her own expenses.

Other Virginians or persons with Virginia business connections joined the mission in Europe for all or part of the tour.

Primary purpose for the trip was to open a unique office in Brussels—the European headquarters for three state agencies: International Trade and Development Department of the Virginia Division of Industrial Development; the Virginia Department of Agriculture and Commerce and the Virginia State Ports Authority. European directors of the three agencies will have their offices in a handsome building on Avenue Louise in Brussels. This marks the first time any one of the United States has assembled three important state agencies for a three-pronged bid to Europeans to do business. And it's fitting that Brussels was chosen as the site for the office—Norfolk is the home base of the North Atlantic Treaty Organization (NATO) fleet and Belgium has welcomed NATO headquarters to its borders.

While in Europe for the headquarters opening, the Virginians on the mission, in small groups, visited other countries to sing the praises of Virginia products—cattle in Spain and Morocco, friendship, a common heritage and trade potential in England, the opportunities for industrial development in several Western Europe-

an nations and the many advantages of using Virginia's ports wherever they went.

Industrial Development director Alspaugh said, on his return: "I am very pleased, as is Governor Godwin, with our recently concluded mission to Europe. The major purpose of this mission was to open the new, combined offices of the Virginia Division of Industrial Development, the Virginia State Ports Authority and the Virginia Department of Agriculture. In addition, all three state agencies took advantage of the fact that their agency heads and members of the three agencies' boards were available for activities pertaining to the specific work of each, following the Brussels office opening.

"Each of the other two agencies was successful in its efforts as was the Division of Industrial Development. Our own activities centered mainly around working with active industrial development prospects in Switzerland, England and Germany. Much of our time however was spent with potential future prospects and at our Cologne meeting Governor Godwin was able to announce a future industrial development mission to five manufacturing centers in Germany for late September and early October. The members of this mission will be professional

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industrial development people who operate large and well-financed programs for railroads, utilities and area development groups in Virginia. The mission will comprise approximately 12 men.

"Our recently completed mission was completely successful in achieving all of our aims."

This was the second trade mission to Europe in recent years. Governor Godwin led an earlier trip of Virginia businessmen two years ago and the result was an increase in exports of Virginia products and an increased interest in the Old Dominion as a place to invest industrial capital. This recently concluded mission in May was an all-out effort to sell Virginia as the best possible place to do business. And the upcoming mission in the Fall will intensify efforts to sell Virginia to German financiers and industrialists as the next depository of their investment funds.

Behind all this is a growing awareness of the need for new jobs, new products, new interests for Virginians. Starting with the administration of Governor J. Lindsay Almond Jr. there were industrial stirrings in the state. Governor Almond summoned an industrial conference which drew 740 leaders. But the woes of school integration overshadowed all else and Almond never really got free to press an industrial program.

In 1962, Governor Almond's successor, Albert S. Harrison Jr., brought the Division of Industrial Development directly into the Governor's office; it had been part of other economic development activity within the Conservation and Economic Development Department. What's more, greater resources were allocated to the development of staff and promotional effort. A Governor's Advisory Board on Industrial Development was created to help give direction to the program. Members represent the top level of industrialists, many recognized internationally for their activities.

The division's efforts, up to now, have been concentrated on the United States with industrial development representatives assigned in geographical territories. Already existing industries are encouraged to expand their Virginia operations too. There are staffs of research, public relations and advertising, community development and administration people backing up their highly successful efforts. Highly successful? Yes! And the figures prove it. Since 1962, 732 new manufacturing industries have located

here and 707 manufacturing expansions have taken place, accounting for 57,250 "new" jobs and 42,850 "expansion" jobs. During this period, \$2,100,000,000 of new capital investment in Virginia was made by these new and expanding firms through the first quarter of 1969.

The realization that Europe held vast potential for development and trade led to establishment of the International Trade and Development Department within the Industrial Development Division a year ago. Fred G. Kessener is the director of this section whose responsibility it is to tap European sources of industrial funds and encourage European interest in Virginia industry and products. Kessener holds a degree in economics, has studied in Holland, England, Switzerland and the United States and speaks Dutch, German and French fluently. He has had industrial management and sales experience in Europe and



FRED G. KESSENER
Director of International Trade & Development, Div. of Industrial Development.

was a program officer for the Trade Mission Division of the U. S. Department of Commerce. He also worked in trade promotion for the Netherlands Department of Commerce after World War II.

Assistant director of the Department is Nathan Lewis Sherman, a Connecticut native who holds a degree in psychology from Colgate University with additional studies at the University of Connecticut and the University



DENIS RUFIN
European Director, International Trade & Development, Div. of Industrial Development.

of Rochester. He was assistant director of public relations for Junior Achievement, Inc., in St. Louis prior to joining the Charles Bruning Company in Rochester, N. Y., with whom he was associated for nearly 20 years. His last assignment with Bruning was as export manager with responsibility for all export activities at the Rochester plant.

European director of the department is Denis E. Rufin, a native of New Orleans and a graduate of Tulane University who speaks French, German, Flemish and Dutch. Rufin, after undergoing training at the company's Luray plant, was division production manager of Blue Bell, Incorporated's three plants in Belgium with responsibility for all training and export aspects of the Belgian production. Prior to that he was manager for Belgium and Luxemburg for Lykes Brothers Steamship Company, Inc., and was responsible for the trade expansion program which offered to United States firms, interested in establishing facilities in the Antwerp area, consultation, distribution and licensing arrangements, sales and service office establishment studies.

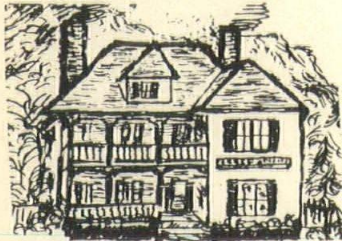
Rufin has his headquarters in Brussels in the newly-opened, three-agency office. And while the Department of Agriculture and Commerce personnel are extolling the virtues of Virginia agricultural produces and Virginia State Ports Authority staffers are touting the advantages of Virginia's ports over those of any other along the Atlantic and Gulf Coasts, it will be the

(Continued on page 50)

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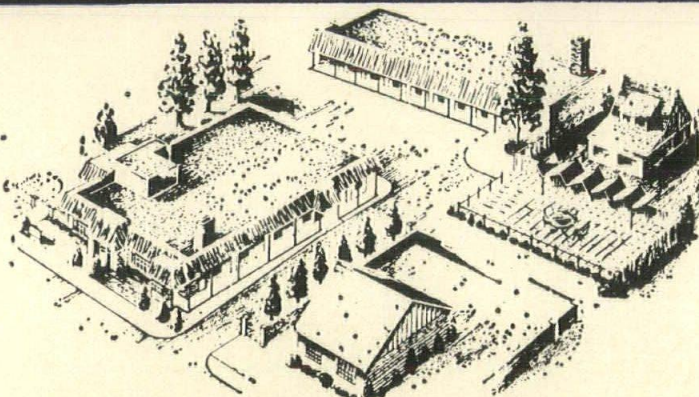


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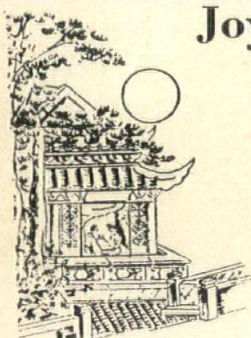
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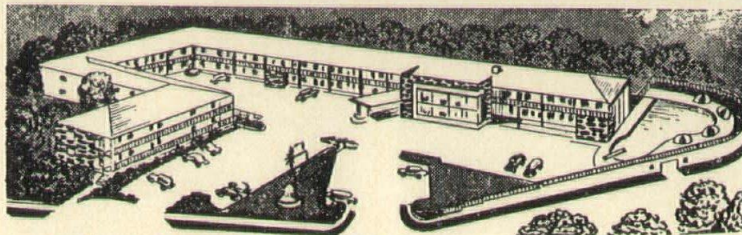
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FIGHTING WORDS

The Story of Early Richmond Journalism

by

DOROTHY ULRICH TROUBETZKOY

NINETEENTH CENTURY RICHMOND newspapermen dealt literally in fighting words. Politics sizzled and subscribers expected bold invective and well-honed sarcasm for their money. In the era of "personal journalism" which began for Richmond soon after the century, impartiality would have been considered weakness rather than virtue by the majority. Editors minced no words and pulled few punches, except those dictated by political expediency. That usually nothing more sanguinary than the roughing up on election day occurred is more remarkable, in view of the provocations, than that some editors and subscribers ended their disputes with gunfire.

Richmond's earliest papers were put out by men who were primarily printers rather than editors. The *Virginia Gazette*, founded in Williamsburg in 1736, moved to Richmond in 1781 and was first printed here as the *Virginia Gazette and Weekly Advertiser* by Dixon and Nicholson.

Of these early printers, Augustine Davis seems to have made most impression on his contemporaries. In 1800 he had already been publishing the paper for four years as the *Virginia Gazette and General Advertiser*,

a semi-weekly Federalist journal. However, since Davis was not a professional editor, it was primarily a "compendium of news" and did little service to the party. In fact, its feeble efforts often boomeranged. According to Samuel Mordecai in his book "Richmond in By-Gone Days," Davis was the butt of a standard practical joke from the "furious Republican champion in the field," the *Examiner*, edited since 1798 by Meriweather Jones and later by his brother Skelton "of dueling notoriety." Jones said his associates would send anonymous articles to Davis replying to their own in the *Examiner*. Davis habitually missed the point, published them, and got in reply from the *Examiner* a gleeful exposé of the articles it had planted.

Mr. Davis was, conveniently, also the Postmaster of Richmond, so the raw material for his columns came directly into his hands. The Northern mail in those days arrived three times a week and was already five or six days old. The news from Europe was usually dated five or six weeks back, sometimes ten.

After Jefferson's election, Davis lost his postmastership and peevishly

changed the name of his paper to the *Patriot*. Mordecai recalled that he then employed "a pungent and spicy editor named Prentiss, but, if I remember rightly, his paragraphs were too highly seasoned for the taste of his readers."

The *Virginia Argus* which had been printed by Samuel Pleasants since 1798, was the rival Democratic (then called "Republican") paper, but "as the editor of the *Argus* was a Quaker, there was no danger of a duel." This would not be true of a later more militant editor, also named Pleasants. The *Argus* attracted great attention by a provocative series of letters written by William Wirt in 1803 under the pseudonym, "A British Spy." But subscriptions dwindled when the letters ceased and the war excitement died.

In its political enthusiasm for Jefferson, the *Examiner* hired a brilliant but notorious hack-writer named James Thompson Callender to promote the election, by fair means or foul. Callender was "a well-educated Scotchman, an able writer and a great sot," but drunk or sober no one questioned his fluency, only his ethics which were worse than questionable even in those elastic times. As a matter of fact, it



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Staff of the Evening Leader 1888

was said that "his potations stimulated his pen."

Jefferson was elected and then Callender became one more disappointed office seeker. He switched parties and looked up a practical printer named Pace who was trying to launch the *Recorder*. Callender offered to "make a giant of" the anemic little sheet as an anti-administration vehicle. He had already been imprisoned for libel during the Adams administration. Now he was back in his "old quarters in the Richmond jail"—the dateline on subsequent articles—for a libel on District Attorney Hay.

Callender died, as might have been expected, of whiskey and water, but in more lethal combination than ordinary. One afternoon after he had had one too many, the bibulous editor insisted on taking his usual daily bath in the James River and was drowned.

The *Virginia Federalist* (1799), published by Stewart and Rind and ably edited, was a vigorous opponent of the *Examiner*, but it moved to the national capital as the *Washington Federalist*.

But it was the *Enquirer*, so powerfully edited by Thomas Ritchie after 1804, that set the pace for all 19th century Virginia journalism. Its influence was prodigious, especially in the next 20 years before any serious rival dared challenge its position.

For a number of years, Ritchie lived in an unpretentious wooden house at the northeast corner of Franklin and

Third Streets. The office of the "indefatigable editor" was attached to the house and there "was concocted during the small hours before daylight many a furious paragraph against the Whigs or Federalists." Later, he secured a larger house on Grace, between Fifth and Sixth, where he lived with his wife, a daughter of Dr. William Foushee, and their large family.

Ritchie had been born, November 5, 1778, in the only brick house in Tappahannock, the son of a prominent Scotch merchant who in 1775 had married the daughter of Captain Roane "with whom he gets 500 pounds down and as much at her father's death" (letter of Francis Jerdone). When Thomas was six, his father died. As he grew up, he tried first law, then medicine, finally turned to teaching and at 21 was in charge of an academy at Fredericksburg. Later, as an editor, he would greatly promote the cause of free public education in Virginia and plead for greater opportunities for women.

Ill-health sent Ritchie to Richmond where he opened a book store. With his many family connections, his gifts did not remain obscure and Jefferson appealed to him to found a Democratic paper.

The first copy of the *Enquirer* appeared May 9, 1804. It was to be a bi-weekly, with supplementary half-sheets during sessions of Congress and the General Assembly. The subscription of \$4 a year was soon raised to

to tell the Virginia Story

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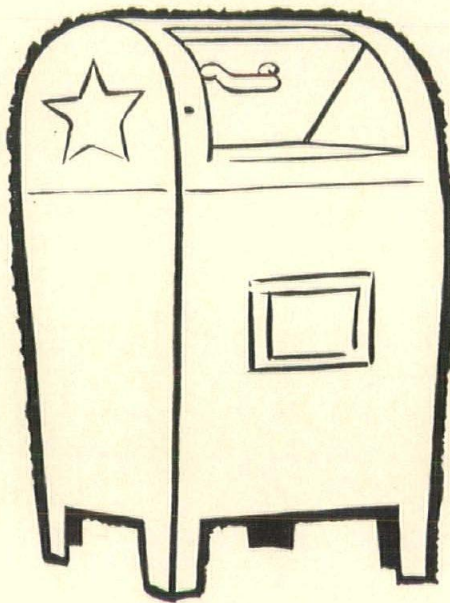
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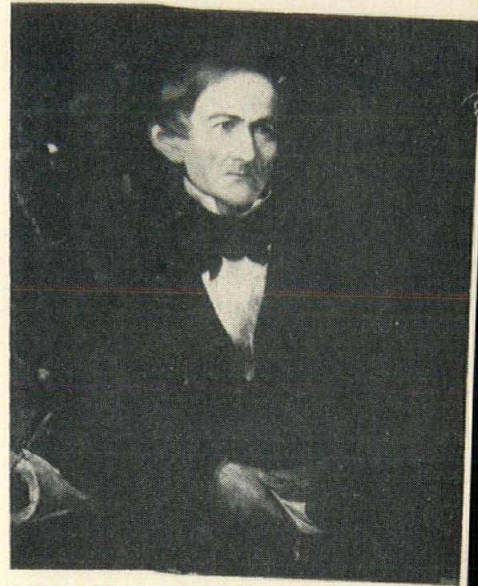
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\$5. Advertising space was sold to non-subscribers at 75¢ per "square in length" for the first insertion, 50¢ for each of the next three. But the *Enquirer* was maintained primarily by official patronage, else it could not have survived in its Federalist environment, and on subscriptions which jumped from 500 to 1500 during the first year and a half.

Despite his motto of "principles not men," Ritchie's career was so depend-



Editor Thomas Ritchie of the Enquirer. Portrait by Sully at the College of William and Mary (Photo Courtesy of Valentine Museum)

ent on party favor for continuance, that he was often hard put to bridge the discrepancies which constantly arose in the cross-currents of politics, to reconcile his personal principles with the demands of party loyalty. Despite his disavowals, there is little doubt in retrospect that he was a leader of the political machine in Virginia which had national repercussions.

Charles Henry Ambler has written a minutely detailed study of the welter of dilemmas which beset Ritchie's long life as editor. For example, since he edited a presumably Jeffersonian paper, it was ironic that he fell into the reaction against the anti-slavery movement and advocated laws making it more difficult for slaves to gain their freedom and restricting the liberty of free Negroes (*Enquirer*, Jan. 11, 1805). Many years later he would reverse himself in favor of gradual abolition.

He was involved financially as well as politically in many of the causes which were pleaded in his columns. Dr. John Brockenbrough of the Bank of Virginia was his cousin and Ritchie

Founded 1878

had large personal obligations to the bank. At this distance it is hard to disentangle his principles from his debts. The former might well have been what they were regardless of the latter. Certainly, in the banking crisis of the young century we know that he repudiated the free competition which he had formerly recommended and which New York state was forced to adopt to divorce her banks from politics. Not only did he defend Richmond's monopoly, but went so far as to insist that all bank directors be



Editor John Hampden Pleasants of the Whig, killed in a duel with Thomas Ritchie Jr., (Courtesy Valentine Museum)

Democrats and that banking privileges be denied towns under the control or even influence of the Federalists (*Enquirer*, Jan. 7, 8, 9, 1806).

As a good Democrat, Ritchie had to endorse the non-importation act, but the Chesapeake-Leopard incident turned him, personally, into an insurgent, who shouldered his musket and marched with the Richmond Blues to the defense of Norfolk. Yet editorially, he continued to defend Jefferson's peace policy and the embargo as an alternative to the war he would have preferred. Editorially, he raged against secessionist New England, though he would become a great defender of states' rights.

These few samples of editorial positions suggest easily that, however cosy Ritchie was with his own Richmond Junto, he would be in for plenty of name-calling from any opposition paper for his many equivocal positions. "A wolf in sheep's clothing" was one of the mildest epithets he earned. In evaluating Ritchie, we have to remember that it was routine in his day

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for editors to get involved as he did and that actually he was far more ethical than most.

With peace assured, he asked his readers (Sept. 20, 1815) what they intended to do about canals, roads, bridges, public schools, colleges, public libraries and laboratories. He was alarmed to see Virginia sinking in national prestige and established the *Richmond Compiler*, which he edited till 1833, to be devoted exclusively to the local, agricultural, and industrial interests of the state. In '33 the paper was waging war on professional gamblers and faro tables which were overplentiful in Richmond.

For 20 years Ritchie had things pretty much his own way, but in 1824 his first formidable rival appeared, the *Whig*, with John Hampden Pleasants as editor.

Pleasants gloated over Ritchie's political chagrin in 1824, about the defeat of Crawford and Gallatin, by writing his rival editor's "obituary":

... For some months Mr. Ritchie has been in a drooping and languishing condition. This was first observed by his friends, soon after the 14th of February last, when the Congressional Caucus was held in the city of Wash-

ington . . . His disordered imagination anticipated all the horrors of anarchy when the pervading influence of the "Enquirer" should be extinguished in his death . . . For several days Mr. Ritchie was kept alive by the stimulus of anxiety. On Saturday night Mr. Van Buren wrote that all 'except honor' and four electors were lost in New York. On Sunday night it was ascertained that North Carolina had abjured the Caucus. It seemed that the spirit of Mr. Ritchie only lingered to carry these disastrous tidings to Heaven . . . For fifteen years he had ruled public opinion in Virginia and in all that time he had never dissented from the majority . . . His own sentiments were cheerfully sacrificed."

It could hardly be said, of course, that the position of Pleasants was any less disinterested politically, but at last Ritchie had someone worth battling with in the press. To add injury to insult, Pleasants also succeeded in ousting him from the office of public printer by organizing representatives of the western counties.

One of Ritchie's most troublesome political blunders was one of his mildest attacks, but since it was upon Jackson, who had a long memory for criti-

cism, it was Francis P. Blair who was preferred as national spokesman. Twice later on the position would be offered and refused, but when Ritchie finally accepted the job of editing a national paper in Washington, he was already an old man and the crisis of secession so imminent that his position was unhappy and almost untenable.

But Ritchie did live to write the obituary of Pleasants, and a sorry job it must have been under the circumstances. Perhaps because Ritchie and Pleasants were well matched, words were equal to all their battling. But W. F. Ritchie, the editor's son, had once challenged Pleasants to a duel during the political embroilment of 1840, the "log cabin campaign" which elected Harrison and Tyler. That time James Lyons and J. W. Pegram had been successful as peacemakers.

However, after the elder Ritchie had gone to Washington and left his sons in charge of the *Enquirer*, Thomas Jr. and Pleasants began sparring in their papers over Pleasants' attitude on slavery, with implications on the part of Thomas Jr. that Pleasants was planning to found an abolition journal in Richmond. Finally, the editor of the *Times* carried a message to

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Ritchie that Pleasants would meet him on the Chesterfield side of the James River, 200 yards above the cotton mill, on February 25, 1845, at sunrise, armed with side arms, without rifle, shotgun or musket, and accompanied by two friends similarly armed. Ritchie answered that he did not like the terms of the challenge, but would comply.

The two met at the time appointed and fought the duel. Pleasants was wounded several times and died soon afterward, but Ritchie was unhurt. The funeral of the Whig editor was conducted on Sunday from Grace Street Presbyterian Church by the Reverend J. C. Stiles, assisted by J. B. Jeter and E. L. Magoon, and was attended by a huge crowd.

Ritchie fled to Washington, but returned later—possibly at his father's instigation—and surrendered to the Chesterfield authorities. He was tried for fighting a duel and acquitted, but never escaped the shadow of the sensational incident.

Thomas Ritchie, Sr., "prince of editors"—"Napoleon of the press," continued in Washington as editor of *The Union* until his death, July 3, 1854. Till the last he went on wearing the white vest, thin pumps and silk stockings of an earlier generation, cherishing the ever feeble hope that the nation would find some way to "Preserve both the Rights of the Union and the Rights of the States . . . the two great pillars of American prosperity and glory."

Another paper with a dynamic editor which began publication during the first half of the 19th century was the *Examiner*. Bennett M. Dewitt, who had founded the *Lynchburg Republican* in 1840, came to Richmond to establish the *Examiner* as an independent Democratic protest against the party machine and the monopoly of the *Enquirer*. As editor he secured young John Moncure Daniel, already conspicuous for his vigorous personality, aristocratic bearing and militant defense of the still abstract right of secession. Associated with him were free lance Robert W. Hughes and Patrick H. Aylett whose writing supplied a welcome humor.

Daniel made the *Examiner* an ever more zealous advocate of secession and on April 1, 1861, exulted: Slaveholding begets and fosters the war spirit. After awhile the master race begins to think its whole business is to fight, whilst the inferior race does the labor . . . War will do us no harm and much good . . . The Christian God is a 'God of Battles'."

All during the war, Daniel and his *Examiner*, which was nicknamed "the New York *World* of the Confederacy," was a goad to the administration, continuously rebuking both the government and the speculators, though it is believed that he himself speculated at least on a small scale.

In August 1864, Richmond was diverted briefly from Yankee gunboats, Sheridan's raiders and the inflation which sent flour to \$400 a barrel and Irish potatoes to \$40 a pound. The irrepressible editor of the *Examiner* was challenged to a duel by E. C. Elmore, Treasurer of the Confederate States of America, who resented Daniel's slurs on the conduct of the Treasurer's office. They met at 5:30 A.M. August 17th on Dill's farm in Henrico County. H. Rives Pollard, another editor who would die violently, was Daniel's second. Lieutenant Thomas Taylor was the second for Elmore. Daniel was slightly wounded.

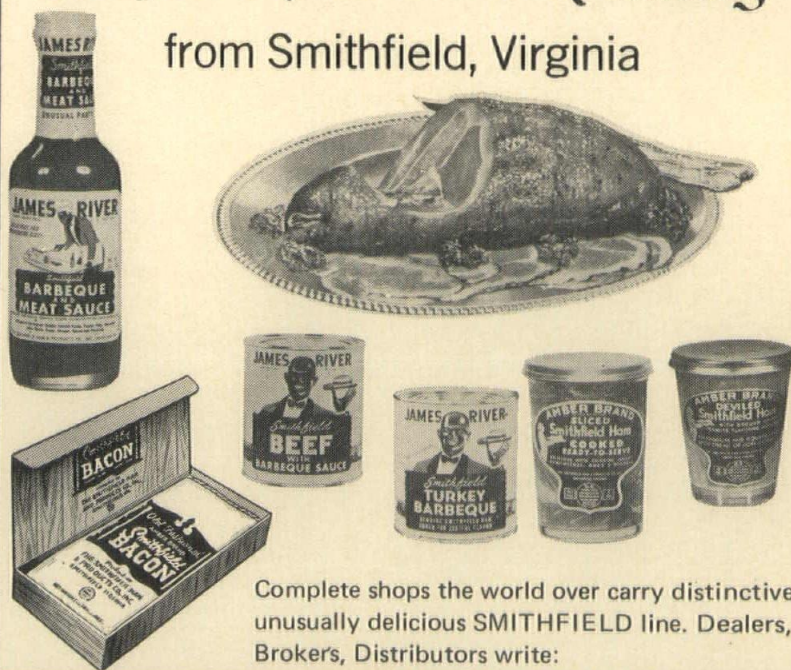
Daniel's death, less than a year later, was singularly fitting for one of his defiant and uncompromising temperament. It occurred two days before the evacuation of Richmond, so

he was spared the burning of the city on ill-advised orders of the Confederate Congress and the capitulation of capital and cause to which he was so fanatically devoted.

No newspaper appeared in Richmond after March 31, 1865, until the *Whig* came out in reduced form on the afternoon of April 4th, in compliance with the conditions imposed by the military authorities. The long-discontinued mail to New York and the North was resumed, so news was available, however editorial freedom might be hampered. There was local news too. On April 5th, a tall man arrived by boat from Old Point Comfort and walked, accompanied by a few marines, to the former White House of the Confederacy. He remained in consultation a few hours and returned to the boat. Spirited engravings to the contrary, not many even recognized Abraham Lincoln. On April 10th, General Lee bid his Army of Northern Virginia "an affectionate farewell" and on the 15th he rode unheralded to his home at 707 East Franklin Street. The next news from

(Continued on page 51)

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FOR THE RECORD

Correction . . .

In listing the credits for the Monument Heights Baptist Church in the May 1969 issue, we inadvertently omitted the

WINEBARGER CORPORATION

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who manufactured and supplied the pews and pulpit furnishings.

Highway Department Bid Advertisements

Ninety-three projects covering 230 miles and expected to cost about \$90.7 million are scheduled tentatively for bid advertisement during the final six months of 1969, the State Department of highways said Saturday, June 7.

The listing includes the following breakdown by highway systems:

Interstate—18 projects estimated at \$40,642,500.

Arterial—14 projects, \$22,750,000.

Regular Primary—11 projects, \$5,007,000.

Urban—12 projects, \$12,234,550.

Secondary—38 projects, \$10,077,900.

The totals for the interstate system are somewhat lower than they ordinarily would have been, because the state requested—and was granted—permission to obligate a portion of its federal interstate funds in advance to hasten the next reconstruction project on the Shirley Highway (Interstate 95) in Northern Virginia.

This project, advertised for bids on June 11, is one of three remaining jobs to complete the rebuilding of the Shirley from Woodbridge to the Virginia District of Columbia line.

In addition, the next-to-last project on the Shirley is included in the new six-month schedule, and is scheduled tentatively for advertisement on November 12. It is the largest single project on the new listing.

It will extend from a point three-quarters of a mile north of Glebe Road to slightly more than a mile south of the 14th Street Bridge, and will include the so-called "mixing bowl" interchange at the Pentagon. The work will include grading, drainage, pavement, signs, lighting and construction of 17 bridges.

The Department hopes to seek bids during the spring of next year on the final project in the Shirley reconstruction, which is providing reversible center lanes for rush-hour traffic.

Other interstate system projects on the six-month schedule include the final Interstate 264 project in Norfolk (extending from East Main Street to a point just west of Brambleton Avenue); another segment of I-64 in Norfolk, including an interchange at 4th View Avenue, and paving 7.6 miles of Interstate 77 in Wythe and Bland Counties.

The schedule also calls for construction of three more interstate rest areas—one each for the westbound and eastbound lanes of I-64 in Goochland County and one for I-81 in Rockbridge County.

Among the major arterial network projects are those to close the final gap in the four-laned US Route 360 between Richmond and Tappahannock, to begin the US 58-460 bypass of Suffolk, and to build bypasses of

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Cedar Bluff and Richlands in Tazewell County, Leesburg in Loudoun County and Ridgeway in Henry County.

The list also includes the first construction project on Norfolk's Waterfront Drive expressway, and other urban system projects in Abingdon, Buena Vista, the City of Fairfax, Fredericksburg, Norfolk, Norton, Portsmouth, Salem, Vinton and Williamsburg.

Secondary road projects in 30 counties are included in the tentative schedule.

During the six-month period, bid advertisements are set for July 9, August 6, September 3, October 15, November 12 and December 10. Bids will be opened on August 13, September 10, October 22, November 19, December 17 and January 21.

The \$90.7 million estimated cost for the July-December projects is exclusive of right-of-way and preliminary engineering expenses.

Va. Branch A.G.C. Executive Completes Course

• James F. Duckhardt, Executive Director of the Virginia Branch, Associated General Contractors of America, recently completed the J. D. Marshall Training Course. This course is given annually in Washington, D. C. at the office of the National A. G. C. It is named after its originator James D. Marshall, a past Executive Director of the National A. G. C., and has as its purpose to provide an intensive review of the A. G. C. national programs and activities, and to acquaint state executives with the many services available through the National Office.

The class of fifteen A. G. C. executives from chapters in eleven states heard from each national staff member in their particular field. Some of the areas discussed were Federal legislation, labor relations, manpower training, effective communication, legal and ethical problems, public relations and safety in construction. The sessions were round-table workshops with student participation.

Mr. Duckhardt had this to say on his return, "One of my prime functions as an association executive is to provide the means for and to encourage my members to further their education in their field. I feel I owe it

Founded 1878

myself and my members to do the same. Trade association work and its countless ramifications were not new to me when I became Executive Director of the Virginia Branch, A. G. C., in November 1968, but the inner workings of the A. G. C. on a local, state and national level were. I now

feel better qualified to serve the general contractors of Virginia."

Mr. Duckhardt also plans to attend a one day seminar on Convention Management sponsored by the American Society of Association Executives, in Washington, D. C., August 13, 1969.

Native Virginian Returns For Open House"

A native Virginian who heads a billion-dollar Vermont company came to both honor and be honored in Richmond on Thursday and Friday (June 5 and 6).

The "homecoming" was that of Dr. John T. Fey, born in Hopewell, now resident of National Life Insurance company of Vermont. He greeted guests of the Montpelier, Vt., firm's recently opened Richmond general agency at an open house, Friday afternoon, June 6. In turn, he was the guest of J. Monte Williamson, the general agent, at dinner on Thursday evening and luncheon Friday noon.

The open house was held in conjunction with the two other firms that are the "charter" occupants of the executive suites on the top floor of the new 15-story 7th and Franklin Building.

National Life of Vermont has \$137,000,000 of insurance-in-force and \$28,000,000 of investments in bonds and stocks, mortgage and policy loans and real estate in the Old Dominion.

Williamson's general agency, in suite 1502 at 701 E. Franklin St., combined with the Richmond law company of Bremmer, Byrne and Barber and the also recently opened Richmond office of a New York City brokerage firm, Goodbody and Company, for the introduction of the new offices. Some 750 invitations were written to prominent Richmond residents — including state and city officials, lawyers, bankers and other financial leaders, doctors, dentists, certified public ac-

countants, industrial and business leaders, educators, news media executives and clients of the three firms.

Dr. Fey was a pre-law student at Washington and Lee University and then earned a LL.B. at the University of Maryland, an M.B.A. at the Harvard University Graduate School of Business Administration and a doctorate of juridical science at Yale University. After practicing and teaching careers in law, he was clerk for the United States Supreme Court and president of the Universities of Vermont and Wyoming. In 1966, he became president of National Life of Vermont. The company, founded in 1850, is in the top 2% of the 1,800 life firms in the United States, with \$4,800,000,000 (billions) of life insurance in force and more than \$1,313,000,000 (billions) in assets. It is licensed in all 50 States and the District of Columbia.

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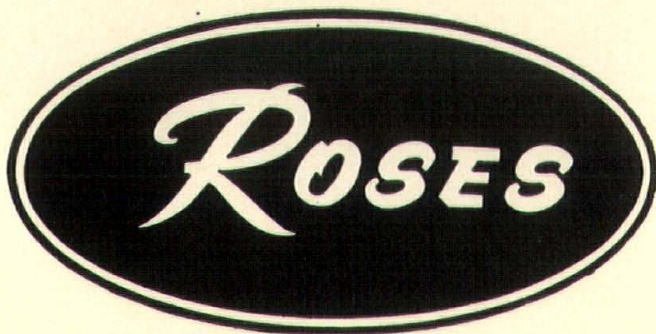
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Virginia

Department of Agriculture and Commerce

(Continued from page 25)

if export of these commodities is feasible, that a market is available, and see if a price can be developed that both parties can live with.

"Third, we evaluate the transportation problem to study the methods of transportation necessary for delivery as well as the cost to determine if that would make the exports prohibitive.

Ligon pointed out that Virginia has excellent facilities for overseas shipments and that new facilities are being built. The last session of the General Assembly approved money to build a livestock export facility at the port of Richmond, which is to be completed this summer. There is only one other such operation in the country and that is located in Tampa, Florida.

Said Ligon, "This port is only 10 miles from the sea and is maintained by the City of Richmond. Ample storage space is available for assembling and storing materials to be shipped. Designed by VDAC with the aid of the City of Richmond and the Virginia State Ports Authority, the new livestock loading facility incorporates all of the latest holding and loading equipment. It meets all of the requirements of the United States Department of Agriculture, being adjacent to the dock area and large enough to properly handle a large number of animals. It also meets all requirements of fencing, pen size, arrangement of pens, drainage, unloading area, inspection facilities, lights, water feeding and veterinary care.

"The new livestock assembly and loading facility at Richmond improves the services offered and meets a need for all livestock producers, in and out of Virginia, who are interested in an assembly and shipping point for export livestock.

"Promotion plays a very important part in stimulating the interest in Virginia products," says Ligon. "We attend many trade shows around the world to interest buyers in our famous Virginia commodities. Most recently we attended trade shows on the islands of Barbados, Trinidad and Curacao. Nine Virginia companies were represented displaying turkey and turkey products, pork products, apple

and apple products, frozen foods and smoked eels.

"One of our most successful promotional efforts came as the result of the Governor's first trade mission in 1967. This was an in-store promotion conducted in Sweden. Working in cooperation with Pan American Airways and the Virginia State Chamber of Commerce, the State Department of Agriculture developed a promotion with N-K stores in Stockholm. Virginia gourmet foods were on display and local store shoppers were invited to enter a contest for a 21-day visit to Virginia.

"The winners were Mr. and Mrs. Bertil Gestrin of Lidingo, Sweden. The Gestrin's prize trip brought them a complete tour of Virginia, and during May 1968, the couple spent the better part of three weeks traveling to every corner of the Old Dominion.

Trade missions and contracts overseas have resulted in the visit of other foreign marketers to Virginia. These have included representatives from Peru, Togo, Belgium, Italy, Portugal, Switzerland, Sweden, Venezuela, and Mexico.

The work of the International Trade Section of the Virginia Department of Agriculture and Commerce in the state's export program continues to pay off.

"International Trade now means \$26 million dollars annually for Virginia agricultural products, non-processed and processed," said Commissioner Rowe. "We must continue our efforts to hold this business and seek increases. The important purpose of trade missions is to maintain good will and satisfaction with products now being exported. We must put forth more effort in terms of showing these people that we are vitally interested in doing business with them."

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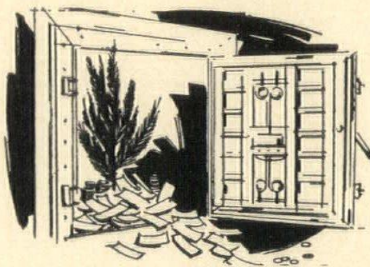
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Virginia Division of Industrial Development

(Continued from page 31)

job of Rufin and his aides to assist Virginia manufacturers in finding a market for their products in the European area, to generate interest in Europe in the advantages of setting up manufacturing operations in Virginia, to encourage joint venture arrangements with Virginia firms and to promote licensing and cross-licensing agreements between European and Virginia firms.

The men with the responsibility for bringing new industry and trade to Virginia do so with knowledge they have the full backing of the governor's office in their efforts. Certainly this is evidenced by the fact that Governor Godwin has led two trade missions to Europe in two years and has announced plans for a third in the fall. And while the upcoming one will be entirely industrial development and will be led by J. Frank Alspaugh, still it will go with the governor's authorization and support. And who can doubt the vigor with which the governor lends his support when he is awakened at 7:15 a.m. in Cologne, Germany by a long-distance phone call from a Dusseldorf industrialist. The governor's response to this early morning awakening was to help arrange an appointment between industrial development representatives and the industrialist who was interested in finding a sales representative in Virginia.

Another example of the spirit of co-operation and how it can work both ways is found in the trip Governor and Mrs. Godwin and a group of agricultural officials made on three of their 10 days in Europe. The Godwins were guests of Leonardo Valenzuela, mayor of Linares, Spain and owner of a 20,000 acre ranch and Espehuy Castle, an ancient Moorish

structure high on a bluff overlooking a winding Spanish river. Valenzuela, two sons, Carlos and Francisco, visited Virginia last August on a successful cattle-buying venture. While in Virginia, the sons invited Governor Godwin to visit the ranch during a meeting with the state's chief executive. Such meetings are not uncommon anymore—if an official word of gratitude is warranted or a bit of gubernatorial gentle persuasion is needed to convince an industrialist to locate here, the doors to the executive office swing welcomingly wide. The governor, too, has lent his leadership to allied fields—the constant upgrading of public schools and the continuing growth of the community college system. If there are to be more jobs in new industries—often of a highly sophisticated nature—then there must be a well-trained or a trainable labor force.

Efforts are being made, too, to encourage Virginia manufacturing firms to seek new markets outside the United States. Although Virginia has about 4,500 manufacturing firms, only about 200 are exporting their products. Tobacco and chemicals are our leading exports. And perhaps this is significant of Virginia's past and future in international trade and development. As Industrial Development Director Alspaugh put it in an address to an international group of trade and business writers in New York several months ago: "When the Pilgrims stepped ashore at Plymouth Rock, Virginia already was exporting 50,000 pounds of tobacco annually. Virginia was also the first individual state to establish a Ports Authority in Europe. Our potential in overseas trade is unlimited."

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Fighting Words

(Continued from page 43)

Washington was that of Lincoln's assassination. An era was over.

The war had not justified editor Daniel's sanguinary trust that it would do "no harm and much good" except for the impetus it gave to improved journalism. It introduced half-inch headlines and newsboys. It changed the emphasis from editorials to news. The Crimean War had suggested the possibilities of war correspondents. During the War Between the States, American correspondents on both sides entrenched that aspect of journalism so that its function has become a primary one in modern newspapers. As Ritchie and Pleasants had once sat together at the reporters' table of the 1829 Convention, editors often served as their own correspondents and went to the front. George W. Bagby of Richmond served as war correspondent for almost every paper in the South during the war and was also editor during those years of the *Southern Literary Messenger*. With the reporters came the magazine illustrators and the first photographers who were leading the way for another newspaper function of the future.

The telegraph had reached Richmond from Washington when the Mexican War began and had been extended to Petersburg by the autumn of 1847. But it was so expensive that relatively few items appeared under the heading "By Telegraph." Besides there was then no direct communication with the war zone. Richmond papers copied from New York journals the dispatches which had been relayed from the Southwest by pony express. By the late 1850's, most of the larger Virginia papers were providing their readers with important bulletins—as that of the John Brown raid in '59—by wire, but most news still came by mail, by relays of horses and steamers and packet boats on the James River canal.

The old flat-bed Acorn hand-press of 1810 and the improved Washington hand-press were still to be found in small towns long after the war, but more progressive city papers installed the modern cylinder Hoe press which had been developed so successfully during the '40s and '50s that it became the standard American newspaper press. The *Dispatch* which had first been published by James A. Cowardin, with Hugh Rose Pleasants as editor, in 1850, put into operation its

double-cylinder Hoe press as early as 1854.

Circulation of the early papers is revealing. In 1845 the *Whig* was first in the State with 3,000 subscribers. By 1850 the *Enquirer* had outstripped it with 4,000. The *Dispatch*, founded that year, with emphasis on news without political bias, and its appealing rate of a penny a copy, had taken the lead by 1859. By March 1861, its circulation was 18,000, larger than all the other Richmond papers combined and one of the largest in the South.

Thomas Ritchie had presided at the first convention of editors ever held in this country, at Richmond in January 1838. Difficulty in getting subscribers to pay in advance had prompted the gathering which agreed to a cash basis and uniform advertising rates. The first Virginia press convention met in Richmond in December 1867. Seven

years later the Publishers' and Editors' Association of Virginia was organized and W. W. Scott of Orange facetiously suggested that the escutcheon should be "not an ink bottle but a bowl of Apple Toddy." In 1889 the present Virginia Press Association was founded.

The demand for better news service, particularly telegraph facilities, was not strong enough to enlist the cooperation of publishers until the War Between the States stimulated the creation of an associated press in the Confederacy. The Southern Associated Press was established in 1884 and Cowardin of the *Dispatch* was one of the original members. When in the spring of 1897 the United Press was defeated and absorbed by the Associated Press after a prolonged war, the Southern Associated Press joined the enlarged AP.

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The war was over. The papers had a new look. But duelling newspaper men were not yet obsolete. "*Coffee and pistols for two* were almost as much in requisition in Virginia as in Ireland," wrote Samuel Mordecai of a much earlier Richmond, mercifully unaware that as late as 1873 his son would fall victim to the *code duello*.

A man named James Grant, however, did not bother with the formality of a duel. H. Rives Pollard, editor of *The Southern Opinion* had written unforgivably about a member of the Grant family, so Grant filled both barrels of his gun with buckshot and climbed to the second story of a building across 14th Street from the office of the *Opinion*. The newspaper office was on the second floor of the building at the northwest corner of Main and Fourteenth. The California Store, with a big gold beehive on its sign, occupied the ground floor. A little after nine on November 24, 1868. Pollard started up the steps. Grant emptied both barrels of his gun. The editor slumped and died within a few minutes. The street was quickly jammed with people and Grant was arrested and charged with murder. Out of 400 veniremen, a jury could not be obtained, so 30 men were summoned from Norfolk so that a jury might be selected. They found Grant not guilty.

Before the war, editors had been in jeopardy for their political writings. After the war, the editors who faced gunfire were usually involved in more personal matters, especially Page McCarty.

McCarty had been engaged to a "statuesque, golden-haired Mary." At a ball in the spring of 1873, however, she showed him such indifference and John Mordecai such favor that he left in a huff. Subscribers to the *Enquirer* next morning found this doubtful tribute to "The First Figure in the German":

*When Mary's queenly form I press,
In Strauss's latest waltz,
I would as well her lips caress,
Although those lips were false.
And still with fire love tips his dart
And kindles up anew
The flame which once consumed my heart
When those dear lips were true.
Of form so fair, of faith so faint,
If truth were only in her,
Though she be the sweetest saint,
I'd still feel like a sinner.*

After a belligerent correspondence, Mordecai challenged McCarty, but a

duel was temporarily forestalled by the intervention of friends. However when the two met at their club, at the corner of Third and Franklin, Mordecai who was heavier knocked McCarty down. Mordecai again challenged McCarty. They met on May 9th at six in the morning, back of Oakwood Cemetery, beyond Blake's Mill. Surgeons and second for McCarty were Col. W. B. Tabb, John Meredith, and Dr. J. S. D. Cullen. For Mordecai, William L. Royall, William R. Trigg, and Dr. Hunter McGuire. The duellists did not stare back to back, but faced each other at thirty feet. The two men, both 35 years old, did no harm with their fire shots, but both fell on the second. Chief of police Poe arrived and placed the whole party under arrest. The surgeons were excused. The duellists and seconds, bailed. Mordecai died five days later at the home of Colonel E. T. D. Myers and his funeral was held at St. James Church.

When McCarty was well enough to stand trial the following January, he was convicted of manslaughter, fined \$500, and sentenced to prison, but Governor Kemper pardoned him because of his physical condition. McCarty became first editor-in-chief of the *Times* when it was published by the Law and Order League in 1888.

It was said that McCarty never had a moment's happiness afterwards and deliberately sought death. There was a politician in Richmond with a reputation for loving to fight and it was reported that he once traveled hundreds of miles to catch up with an antagonist. But McCarty tried in vain to insult the man editorially. He would call him a jackass, with apologies to the animal, but the reputation endured all his pleasantries with unwonted patience. Incidentally McCarty's father, Congressman McCarty had once fought a duel with muskets with Senator Mason near Washington, in which Mason had been killed.

In 1880 W. C. Elam, editor of the *Whig*, Mahone's Readjuster paper wrote an editorial on "Political Pates" which reflected particularly on ex-Governor William Smith, as well as on others. The ex-Governor's son Colonel Thomas Smith wrote Elam for an apology and, not receiving a satisfactory answer, challenged him to a duel. They met at six o'clock in the morning, June 6th, on the bank of a creek in back of Oakwood Cemetery. J. B. Walters was Elam's second. Smith was accompanied by Col. B.

reen, Gen. W. H. Payne, and Capt. Alex Payne. The combatants stood twelve paces apart and at a signal both fired. Elam staggered and was lowered to the ground by his second. He had been shot in the chin. The bullet split the bone and lodged in the tongue. Smith was not struck at all. Warrants for both were issued by Judge Crutchfield, but Smith got out of the state.

A duel between Dr. George Ben Johnston and John S. Wise was averted only by the timely arrest of the would-be combatants on August 14th, charged with being about to engage in a duel and put under bond of \$5,000. Wise had heard that Johnston voted against him being admitted to the Westmoreland Club because of his activity with the Readjusters. He wrote Johnston an abusive letter which resulted in the challenge.

An imminent duel between C. O'B. Bowdoin of the *Dispatch* and W. C. Elam of the *Whig* was frustrated by police interference. Both were arrested and placed under \$1000 bond to keep the peace.

In the autumn of 1881, Richard F. Beirne of *The State* challenged H. H. Riddleberger of the Readjuster party, supposedly over a remark in a letter at "Honor will not buy a breakfast." They met on the road to Ashland, October 5th, but caps were missing and the duel fizzed. Later the same day, Congressman George D. Wise and Riddleberger fought with pistols ten paces near Atlee, but neither was hurt and considered "honor satisfied."

In 1882 came the last of the newspaper duels. Richard F. Beirne of *The State* and W. C. Elam of the *Whig* were deep in a political controversy and Beirne was called a liar in the *Whig*. They were to meet near Manover Junction and fight with Colt revolvers at eight paces on June 30 at 6 A.M. But Officer Alex Tomlinson was waiting for them and arrested Colonel Beirne, Page McCarthy, Frank Wright and Waverly Ragland. Elam and Frank Pumphrey got away. Finally, the fight did take place near Manover Junction June 30. At first fire both were unhurt, but at the second Elam was wounded in the thigh, painfully but not seriously. Elam was secretary of the Commonwealth and when he accepted the challenge, he sent in his resignation. After this the laws against dueling became so severe that the practice disappeared.

However, even as late as 1894, W. C. Elam reported "there might have been an 'affair of honor' between the two."

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... had it not been for the good judgment and cool self-possession of Joseph Bryan." Jefferson Wallace, secretary of the city Democratic Committee, demanded an apology for what he considered an unjust comment on a speech he made. When refused, he sent a challenge to Bryan, who replied that he was willing to arbitrate the matter, but not to fight a duel which was an absurd and barbarous way of settling difficulties. Wallace was arrested for having sent the challenge, but was released on bail.

Over 200 newspapers have been published in Richmond since its founding, but relatively few made notable impact upon the capital or the state. The mortality rate was very high and there is no copy known of many papers, including the *Expositor* (1821), *The Hornet* (1822-3), *The New South* (1886-9), *The Farmers' Gazette* (1868-72), *Farm Pioneer* (1878-9), *The Capital* (1883-5), *Anti-Liquor* (1890-3), *Beau Monde* (1892-4), *Henrico Herald* (1901-2) and others. Perhaps some who read this will look in undisturbed attics and discover copies of these lost journals.

Seven foreign language papers originated in Richmond during the 19th century, one in Italian and six in German. Provocative titles of some of the short-lived papers printed in Richmond include *Spirit of Seventy-Six*, *Banner of Liberty*, *The Debt Payer*, *Paul Pry*, *The Solider's Paper*, *First Families*, and *Richmond Young Man's Weekly*. There have been many denominational journals.

James A. Cowardin was typical of the manager-publisher interests which dominate most large newspapers today. He could be credited with breaking the old tradition of which Ritchie had been the epitome. After experience as a printer in Danville and as foreman of the *Jeffersonian Republican* in Lynchburg, he moved to Richmond with Crallé to manage the *Jeffersonian and Virginian Times* 1832-3. He secured an interest in the *Times and Compiler* and published it during the '40s primarily as a news sheet. When he established the *Dispatch* in 1850, the same policy continued.

In 1866 there were seven dailies in Richmond. The *Examiner and Enquirer* had merged, but declined after 1870, leaving the *Dispatch* supreme, with *The State* its nearest rival. The *Dispatch* had acquired the *Times* and in 1867 became the largest paper in the state. In 1888 the Manchester *Leader* crossed the river to become the afternoon edition of Joseph Bryan's *Times*. In 1900 the *Dispatch* bought

the *News* to combat the *Leader*. By January 1903 all was quiet on that front, with the double merger of *Times-Dispatch* and *News-Leader* as we have them today. From the turn of the century on, this consolidation movement was accelerated in all Virginia cities, until there were no more competitive city dailies. Likewise, the editorial function has dwindled in favor of news, and "Letters to the Editor" today seem to fill even that need which could be satisfied in the past only by pistols at ten paces.

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Students or "Bodies"

(Continued from page 5)

Along with the stupidity usually ent a total lack of motivation. They ere not concerned in any remote way ith using the facilities of the insti- tion to educate themselves. They anted credits for the degree, the passport" to jobs. Some of these were rewed enough to discover very soon at they had wandered by mistake in- my class, and they transferred out.

But, as the years passed, the dogs in- creased and the students decreased un- til I reached a point where if I drop- ped out of the class with an F all the unqualified, I would have left a class of two or three students.

Professional university teachers have told me that in classes of from twenty to thirty students, they never had over two or three whom they tried to reach. The rest were glazed eyed spectators. But mine was a class of student parti-

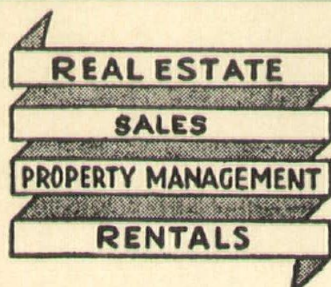
cipation, where the work in the class was largely the discussion of the work of the students. While I might person- ally try to reach only a few of them, all of them had to be *involved*. When the majority of the class was un-involv- able, unmotivated fakes, the few good students had nobody to work with—and *they* grew demoralized. When the work offered in the class was so in- ferior that no discussion was possible, and when their own work received only inane comments from persons who had absolutely no qualifications for participating in discussions, the good students naturally ceased work- ing anywhere near the top of their potential. The final result was that the teacher himself, me, became bored and discouraged.

How many professors, whose live- lihood depends upon teaching, experi- ence the same boredom and discour- agement?—but, because it is their car- eer, go through the motions, bringing less and less of themselves. Students tell me of once able teachers who have grown glib and surface, "walking" through the class rather than teaching, and of others who repeat themselves dogmatically without any welcome to exchange with the students.

In all institutions faculty members are continually coming and going. Because of the lack of reward in teaching unteachable young persons, the professors are seeking more pay, better working conditions, new faces. Ironically, as professors become very famous—usually for books written or research done rather than for teach- ing—they gravitate to rich institutions where they teach as little as possible. At Berkeley, all freshmen and sopho- mores are taught by graduate students, and 65% of junior and seniors. Yet, Berkeley boasts of one of the most distinguished faculties in the country. They are so distinguished they no longer have to teach undergraduates, and they don't.

What are the conclusions from this for Virginia? The state is now engaged in making "education" available for everybody. The first conclusion is that everybody is not educatable. Some large percentage is concerned with do- ing the required hours in order to ob- tain the degree, the job-passport, and their experience in higher learning is actually an extension of high school. They perform most happily at simple, set assignments, and the highest mental concentration they bring is in trying to discover what answers the instructor wants so that, by pleasing the instructor, they'll get a passing grade.

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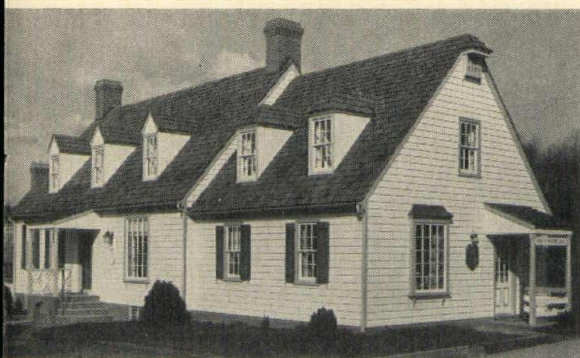
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my class was the alarming discovery that the instructor had no answers in mind that he wanted: he demanded that the student think for himself. Now, the opportunity to develop your own thinking for four years is basically the difference from high school (which prepares for entrance into college) and the so-called intellectual freedom of a university. However, nothing could interest the job-passport applicants less than intellectual freedom. They did not remotely regard the four years as an opportunity to develop their own mental disciplines, or conceive of the enjoyment of using their minds.

At this stage of investment in plants of educational institutions, it is scarcely imaginable that any person in authority would consider the suggestion of separating the institutions into degree-factories and institutions truly of learning—the liberal arts as a basis for graduate work or simply for a liberal education for those vestigial few who are inter-

ested in cultivating their minds as an end in itself. I do think, however, if those in charge of Plans and Operations would think with long-range concepts that anticipated the future, it would be realistic to build in all the volume that money permitted the job-training colleges which would meet the need of the majority who now accept college education as a necessary extension of high school.

This would serve two useful purposes. (1) Those putting in the hours for a degree in the job-training institution would be relieved of the burden of attending classes in which they had no conceivable interest, and which induced in them the bad life-habit of faking. (2) A proliferation of such institutions could serve to drain off those without mental interests from the established institutions, which could then concentrate their resources on educating the students who were strongly motivated toward the cultivation of their minds.

If these distinctions seem unfair or arbitrary, there is one measure used by all teachers to separate the student from the dogs—and that is "motivation." This cannot be faked, it cannot be assumed. The motivated student never late and never takes free cuts. The unmotivated student is invariably the one who can't do the assignment because of his heavy assignments in other classes. He does the minimal amount of work required and frequently tries to palm off last-minute papers on books hurriedly skipped through. On a serious book, upon finding it hard going, he will read some published criticism of it and paraphrase that as his own original thinking. I remember one so-called student who wrote a clumsy paraphrase of Herbert Gorman's study of Joyce's *Ulysses*, with high praise for the novel. I wrote on his paper: "It is indeed a fine novel; you ought to read it sometime." He made no protest.

Any dean of admissions to any graduate school in the country will first ask of the supporter of an applicant, "Is he well motivated?" Most graduate schools are selective and fussy, and for years they have been practicing the separation of students from seekers after job-passports. That is, my suggestion is not very revolutionary. It would merely apply at the undergraduate level what has long prevailed at the best graduate schools.

As of now, at the undergraduate level, costs have so mounted and such an emphasis has been made on numbers that many institutions are happy to accept (what is called) "bodies." I think

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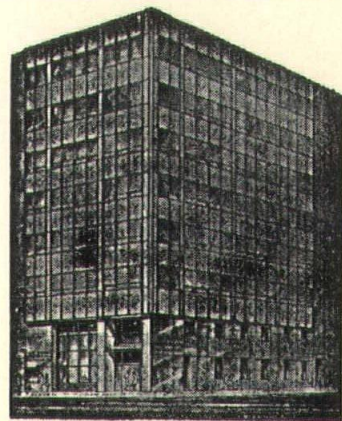
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y honest professor (if he is assured of being identified) will testify to the effect of these unqualified persons on other students. The intensely motivated student will work hard under most any circumstances, although competition will cause him to work harder in extending himself. It is the average student, with some potential, who is most affected by the "bodies." In a class of ten, if six are average, two are strongly motivated and two are dogs, the dogs will invariably influence the group. Where, as in my last class, there were six dogs, two or three average, and two strongly motivated, the standard of the class work simply collapsed. It was exactly like on a demoralized football team, where one player after another quits making an effort, until the star looks like a bum.

I doubt if any person in public life could have the cold nerve to announce, in this democracy, that people are *unusually* endowed. However, already those endowed with strong motivation—those capable of placing high demands on themselves—are separating themselves from the unmotivated by going to graduate school, and we are approaching the time when the college degree as a job-passport will have little more value than the high school diploma.

What we are facing in the not too distant future is a population of uneducated people with college degrees. Probably no one in authority will do anything about it, but professional teachers will leave no one under the illusion that any correlation necessarily exists between higher education and learning in the hours in unrelated courses to get that job-passport. Somewhere in this whole democratic emphasis on numbers, the higher education process is going at best confused and at worst degraded, and under the continuance of present conditions the System will contribute to the much-discussed "alienation" of the more thoughtful, potentially superior young persons who are struggling to cling to some values other than to "get on in the world"—not to the top fast." The reflective young persons, with a potential of spiritual values, ask "the top of *what*?" There will be no answers in the institutions whose population is dominated by "bodies."

Clifford Dawley

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