

Barn Foundation Stone May Tell Story of Sir Walter Raleigh's Lost Colony

GAINESVILLE, Ga., Oct. 21 (UP)—A Georgia farmer whose barn was propped up for 35 years by a rock worth its weight in historical gold was the man of the hour today as historians met to study 46 curiously inscribed stones which may tell the story of Eleanor Dare and Sir Walter Raleigh's lost colony of Roanoke.

Fulton County Farmer T. R. Jett sat around a scholastic conference table with such deans as Dr. S. E. Morison, of Harvard, president of the American Antiquarian society, and Dr. H. J. Pearce Jr., vice president of Berean college, and discussed the stones which may supply a "missing link" in early American history.

Most of the scientists would not express themselves directly on authenticity of the stones, but they were impressed by Pearce's description of how he searched for three years, finding stone by stone that traced the flight of the lost colony from the Carolina coast to the Georgia mountains.

Jett discovered one of the latest stones, and according to Pearce, uncovered evidence which seemed to support the authenticity of the other stones, all carved in quaint Elizabethan English.

Farmer Jett said his neighbors reported the stone was found on the banks of the Chatahoochee river about 1900 and had been used to prop up a barn on his place. The farm folk thought the scrawl was "Indian writing" but Pearce said it read: "Father, we dwelled in great rock on river near heyr."

Jett's stone which is cracked across the middle, is about 20 by 24 inches and three inches thick. The other rare stones are a wide variety of sizes and shapes. Some can be held in one hand, while it takes two men to lift the largest.

The Jett farm is near a cave where another stone was found, telling of the death in 1603 of Eleanor Dare, mother of Virginia, first white child born in this country. The last stone was believed to have been carved by Griffin Jones, last survivor of the colonists.

The 46 stones, Pearce said, had been found by five different men during the last three years. Together, the rock slabs tell how Eleanor Dare saw her husband, Ananias, and Virginia

tortured and slain by "savages." Later, Eleanor led the survivors into the more friendly land of the Cherokees and married one of their chiefs in 1599.

Tomorrow, the group of scientists will go to the banks of Chatahoochee near Atlanta and see for themselves where the strange story came to a climax with the grave of Eleanor Dare.

Later the stones will be subjected to exhaustive geological and historical tests.

OREGON QUOTA IS 2806 FOR DRAFT

WASHINGTON, Oct. 21 (AP)—Tentative quotas of selective service trainees which each state will be expected to contribute to the army between November 18 and next July 1 were announced Saturday.

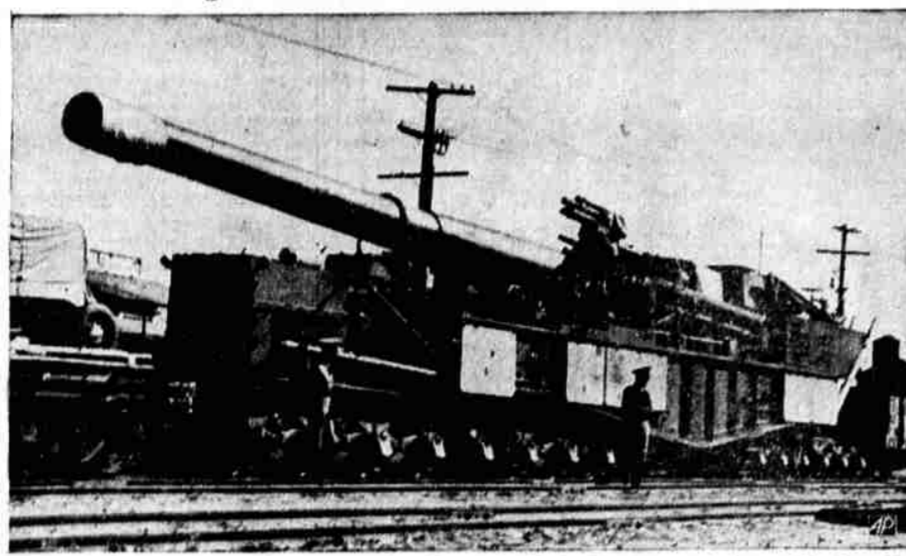
Following are the quotas which each state will be required to furnish to provide by next July 1. 800,000 men, together with the state allocation of the 400,000 white and negro men who will be called up to March 1.

States and Quotas	White	Negro	Max.
California	38,016	18,751	257
Idaho	1,954	963	15
Oregon	2,806	1,403	13
Washington	5,821	2,898	13
Total 9th Corps Area	54,984	27,208	285
(Montana, Nevada and Utah also included.)			
Other states include:			
N. Y.	114,796	51,000	2,424
Penn.	61,522	28,973	1,788
Ohio	52,497	24,765	1,484
Illinois	62,223	28,989	1,637
Michigan	47,282	22,110	1,160
Grand Total	800,000	364,266	35,734

National selective service headquarters compiled the quotas, basing them on estimates of the number of men in each state who are fit and available for immediate army service, with credits to each state for the number of volunteers each is estimated to have furnished the armed forces already.

The tentative quotas will be replaced by more exact figures when it is determined precisely how many fit and available men each state has and how many volunteers each has already contributed. Quotas will be revised periodically.

Huge Coast Defense Gun Leaves for Test



Two 14-inch railway rifles, among the biggest in Uncle Sam's coast defense, left Fort MacArthur for Naples, north of Santa Barbara, Calif., for three weeks of target practice and mimic coastal defense maneuvers. The guns, which have not been fired since they were tested in 1936 near San Diego, left on a special train loaded with ammunition, equipment, and 200 officers and men. One of the big rifles is shown aboard the special car.

U. S. War Department Holds Belief Infantry Is Still Right Arm of Fighting Army

(Editors Note: The Herald and News presents the first of a series of six consecutive daily articles on how the new army of the United States will be trained and on other important phases of the defense of this country. The stories are written by W. B. Ragsdale, a reporter of many years experience in Washington, for the Associated Press special news service. Tomorrow's article tells how billions are being spent on tools and plants to make arms for the two million men.)

He cannot learn to pilot an airplane, handle navigation instruments or use a bomb sight.

It costs \$500 to give a man his primary training as a pilot, plus another \$1075 for secondary training. After that he is just ready to enter an army flying school. And the men used as navigators and bombardiers are, chiefly, those who started out as fliers.

These are what the army figures are the post-graduate courses, needed for the professional soldier but too valuable to be lavished on the man who will spend just one year in active service because of the need of the moment.

Nor would the raw recruit be any more ready for SUC training than a kindergarten child is ready to study medicine. There are certain fundamentals to be

learned in grade school, high school and college.

Consequently, the first thirteen weeks the new soldier spends in camp will be spent in learning the rudiments of soldiering, passing through the grade school phase.

He will be toughened physically by a gradual but steady stiffening set of exercises designed to develop an ability to endure prolonged and arduous exertion. He will be taught to march, to use his weapons and take care of himself in the field. He learns individual drills, the manual of arms, the simple orders of the platoon and company.

At the end of this period the army figures he will have learned the fundamentals of the soldier, know something of discipline and be in prime physical condition. He will be ready for the high school of the soldier.

He now moves into battalion training to begin to learn how to use the different weapons and equipment of the battalion. He learns more about the use of cover, concealment, camouflage, scouting, patrolling, target and combat practice with various

newly created parachute units. He cannot learn to pilot an airplane, handle navigation instruments or use a bomb sight.

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weapons, map reading and the use of the compass.

He learns, too, about firing, reconnaissance, the issuance and execution of orders, marching and march discipline, communication, defensive measures against various types of attack—including those of aviation and mechanized units—concealment from air observation, and night operations.

By this time, he is fairly well versed in the work of the soldier. He is ready for a brief polishing course which will show him how the knowledge he has gained may be put into effective use in the field. He passes into regimental exercises and maneuvers involving the coordinated use of the combined arms of the service. He has learned to fit himself into a combat team that must move swiftly into action at a time when speed means the difference between life and death.

Out of the men being trained, however, the army will choose the most promising officer material. These men will be sent to special candidate schools for a sharper course of training during the last three or four months of their year in the army. The same opportunities will be offered to regular enlisted men.

The urgency of the moment helped to fix this year as the training period of the army. It is the shortest used by any of the nations that have resorted to compulsory training. Germany uses two years; so do France and Japan. Italy has 18 months.

Ernest Jachetta, Portland, Saturday night was elected president of the Oregon republican club state assembly succeeding Lamar Tooze, Portland.

Other officers elected were: Barbara Benson, Salem, secretary; Rother M. Fischer Jr., Eugene, treasurer; vice president, Melvin Goode, Albany; Sigfried Unander, Salem, national committeeman; Mrs. Paul Keeney, Portland, national committeewoman; J. H. Pearl, La Grande, J. J. Lynch, Portland vice chairman.

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KLAMATH FALLS FIRM AWARDED SAFETY PRIZE

WASHINGTON, Oct. 21—Klamath Falls Transfer and Storage company, Klamath Falls, Ore., received an award of merit in the sixth National Truck Safety contest, sponsored by the American Trucking associations, it was announced today. The company was entered in the class

for long-distance operators of one of three units.

The contestants were judged on their safety records for the period from August 1, 1939, to July 31, 1940. Trucking companies in all parts of the country participated in the contest, which is designed to promote highway safety among the nation's motor carriers.

The judges were H. H. Kelly, chief of the Safety section, Bureau of Motor Carriers, Interstate Commerce commission; Colonel A. B. Barber, chief of the Division of Transportation, U. S. Chamber of commerce; Daves Brisbane, National Highway Users conference; W. T. Cameron, Chief Safety advisor, division of Labor standards, Labor department, and Norman Damon, director of the Automotive Safety foundation.

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FURS for the Woman—by a Woman
Large Permanent Selection at
Long's
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THE SPIRIT OF
76
by JOHN CLINTON



Listen! Can you hear the surging pulse of America in full vigor, busy with her greatest task—Defense?

I want to tell you something about Defense that maybe you don't know. For years the Petroleum Industry has carried on independent research on its own initiative, unsubsidized by the Government. Union Oil Company has done its share—has research engineers who spend practically all of their time in this work.

Thanks to such research America can now produce enough 100-octane aviation gasoline for more planes than we'll ever have. And thanks to that research, the same bomber can fly 30% faster and farther in the U. S. than in Europe. It can carry 20 to 30% more bombs and climb above anti-aircraft fire 25% faster.

Take rubber, too. We use more than half of all the rubber in the world and 90% of it comes 9000 miles across the world to us, and the dictators want it! Well, Petroleum Industry research has made synthetic rubber a commercial reality. Before our supply of natural rubber is exhausted we can produce all we need... from Petroleum!

If I had room I could list at least fifty more essential products they have developed. But that'll give you an idea.

It gives me a thrill to know that the same research engineers who developed 76 and Triton are an important part of the Petroleum Industry—an industry that has done so much to make America strong.

UNION OIL COMPANY

WEATHER

NORTHERN CALIFORNIA—Generally fair and cooler tonight, but unsettled over high Sierra; Tuesday fair; moderate northwest wind off the coast.

WASHINGTON and OREGON—Partly cloudy tonight, with lower temperature in the interior; Tuesday generally fair but cloudy near coast; moderate west to northwest wind off the coast; gentle to moderate westerly wind over Washington and inland waters.

LAND PLANNERS INSPECT AREA AT CASCADE SUMMIT

CASCADE SUMMIT—The Oregon Land Planning congress in company with a number of officials of the U. S. forest service ended a four-day inspection tour of the Cascade area with lunch Friday noon at Summit lodge. The group was conducted through the Deschutes national forest by Supervisor Ralph W. Crawford of Bend. They spent an interesting day at the Pringle Falls Experiment station. The group numbered 25 as they returned to the Willamette valley by way of the new Willamette highway, six others having returned to Portland via Bend and Wapinitia.

As General George C. Marshall, the chief of staff, described it, the infantry is a "hard bitten service where the men have to slough through the mud and do not get much publicity; they do not photograph well." But they are the men upon whom rest the winning or losing of battles.

Consequently, the training program is working toward the development of 43 infantry-artillery divisions. This will provide almost four infantrymen for every one motorized or in the cavalry. There will be ten armored and two cavalry divisions. Air force, of course, there will be the air force.

But it is to the infantry that most of the men inducted into the service through the selective draft will go at the outset. Some of those especially adapted by aptitude or special training will filter through into other branches of the service. But by and large, the infantry will claim most of the recruits.

The tank corps, cavalry, air corps and most of the more modern military creations that have evolved from the war in Europe are agencies that must be operated by the professional soldier. It takes years of training to perform the tasks any of these divisions are called upon to do.

The man going into the army under compulsion for one year of service can hardly be assigned to training in the handling of anti-aircraft and anti-tank guns. He cannot be trained for the

That, boiled down to its essence, would necessarily mean that the war department still regards the tough, long winded, hard fighting infantry as the good right arm of its fighting forces.

It doesn't matter how the infantry goes from here to there. It may cross a county, state or country by train, airplane or truck. But after it gets to the scene of action, it stands up on its own two feet and fights with rifle and bayonet.

YOU NEVER SEE HIM—BUT HIS EXTRA SKILL FLIES WITH YOU EVERY MILE!

WILLIAM H. MILLER—Flight Supt., American Airlines

I'D WALK A MILE FOR THE EXTRAS IN A SLOW-BURNING CAMEL. CAMELS ARE EXTRA MILD, BUT THE FLAVOR'S ALL THERE—EXTRA FLAVOR

THE ARMCHAIR above is his cockpit—but Bill Miller flies as many as 100 planes a day. North, south, east, and west from New York's LaGuardia Field (air view upper right) his radio control-room directs the flying course of American's flagships. Flier, navigator, engineer, traffic executive all in one—yes, flight superintendent Bill Miller is a man with the extras—a man who gets the smoking extras, too... in Camels.

For Camel's costlier tobaccos and slower way of burning give you more than mildness—they give you extra mildness and coolness with a flavor that holds its appeal right through the last extra puff. Camels also give you extra smoking per pack (see right).

EXTRA MILDNESS
EXTRA COOLNESS
EXTRA FLAVOR

In recent laboratory tests, CAMELS burned 25% slower than the average of the 15 other of the largest-selling brands tested—slower than any of them. That means, on the average, a smoking plus equal to

5 EXTRA SMOKES PER PACK!

GET THE "EXTRAS" WITH SLOWER-BURNING CAMELS—THE CIGARETTE OF COSTLIER TOBACCOS

WE HAVE SNOW EVERY WINTER!

And sickness too... that demands finances

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Why Don't You Step In Today....

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YOUR SAVINGS ARE INSURED

And you'll earn a bigger return on your savings at the

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