

Staff Sergeant
William Rowe (Bill) Rains



Back Row L to R: 2nd Lt. Leonard Markley, Pilot (Killed in Action); 2nd Lt. Bruce Horst, Co-Pilot;
Flight Officer Richard (Dick) Ryan, Navigator

Front Row L to R: SSgt. Robert Stockdell, Nose Gunner; SSgt. O. C. Clampitt, Waist Gunner;
SSgt. Joe Priest, Radio Operator/Dorsal Turret Gunner; SSgt. Walter Laseki, Ball Turret Gunner;
SSgt. Mike Fayden, Flight Engineer (Killed in Action); SSgt. William R. (Bill) Rains, Tailgunner



Brief Biography of SSgt. William Rowe (Bill) Rains, USAAF, 1943-1946

William Rowe (Bill) Rains was born 24 October 1925 on a farm in Johnston County near Kenly, North Carolina to Hiram B. Rains and Lena Rowe Rains. He graduated from Kenly High School in 1943 and soon thereafter joined the United States Army Air Force at Langley Field, VA. He trained as a tail gunner at Kessler Field, MS and was also based at Buckingham Army Air Field, FL; Lincoln AAF, NE; Gowan AAF, Boise, ID; and Topeka AAF, KS. He was sent to Manduria, Southern Italy with the 450th Heavy Bombardment Group (aka "the Cottontails), 720th Squadron, 15th Air Force in the European Theater of Operations. He flew in the tail gunner position aboard a B-24J Liberator and was credited with 12 missions. His decorations included the Air Medal, WWII Victory Medal, EAME Campaign Medal, and the Good Conduct Medal.

On 9 April 1945, Bill Rains was assigned to fly replacement position aboard B-24J, serial number 42-51870 for a mission over Agata, Northern Italy. The mission's purpose was to drop fragmentation bombs on enemy positions. Apparently, he was to replace tail gunner Sgt. Charles Brown, who was grounded due to scarlet fever and was deemed too ill to fly. Rains' pilot, 2nd Lt. Leonard Markley, was also scheduled to fly as co-pilot. The flight engineer from Rains' crew, SSgt. Mike Fayden was to fly replacement on this mission as well. The evening before the mission, Rains checked the crew lists for the following day and saw he had been taken off the mission roster. Brown had been returned to flight status by the flight surgeon.

The mission proceeded as planned and Rains stayed behind and the aircraft to which Rains was to be on was lost over target with all hands killed. The cause was not definitely determined, however, the bomber flew out of position, possibly due to enemy fire, and was hit by a fragmentation bomb dropped by another bomber overhead. Witnesses claimed to have seen 4 parachutes before the plane crashed and apparently the airmen were shot as they descended. The crew was listed officially as missing in action including Markley, Fayden, and Brown along with the rest of the crew.

In 1989, Rains was reading the newsletter for the veterans of the 450th Bomb Group. He noticed a letter from a woman whose husband was listed as missing in action in 1945 and was seeking any information. (continued on the next page)

She stated that her late husband was a tail gunner aboard a B-24J that was shot down over Agata, Italy on April 9, 1945. Rains immediately realized this could possibly be the widow of the man who died in his place.

He contacted her immediately and learned that this was indeed Mrs. Charles Brown. Through documents declassified by the Department of Defense, Rains finally knew the disposition of this crew, which included his pilot and flight engineer-50 years after their deaths. Markley, Fayden, and Brown were interred in the American Cemetery in Florence, Italy. Rains eventually visited their graves in tribute of his comrade's sacrifice and met Charles Brown's widow in person.

After the war, Bill Rains returned to North Carolina. He received his bachelor's degree in history from Atlantic Christian College in Wilson, NC (now Barton College). On 10 November 1951, he married Ruby Lee Pittman of Kenly, NC.

Rains enjoyed a successful career working for the Sherwin Williams Company 33 years before retiring in 1983 at age 57. In 2010, Bill will be 85 years of age. Bill and Ruby will celebrate their 60th anniversary in 2011. They have 3 sons and one daughter: William Stephen, b. 1952; Mary Deborah (Debbie) Davis, b. 1954; Timothy Rowe, b. 1958; and Donald Russell (Rusty) b. 1961. They have 5 granddaughters: Amanda, Jessica, Stephanie, Ariel, and Abigail; 2 grandsons: Samuel and Henry (Hank); and one great-granddaughter, Adeline.

Note from the author of this biography: In spite of my own personal bias, I can say that my father has lived a life worthy of the title, "The Greatest Generation." He served his country with honor. He had a career as a businessman with a reputation of impeccable integrity and decency. He was known by his peers as a Christian gentleman and his priorities in life were always his family, his country, and above all, his Christian faith.

At the risk of romanticizing my father's story, one cannot help but be reminded of the final scene of the motion picture, Saving Private Ryan. In the final scene of the film, Tom Hanks' character John Miller lay dying after he and his squad accomplished their mission of rescuing James Ryan. After retrieving Ryan from combat because he was the last surviving brother in his family, Miller admonished Ryan, "Earn this."

I've sometimes wondered if my father related to this scene: in remembrance of Brown, the man who died in his place whom he had never met; Markley and Fayden, his fellow crewmen who never came home; and the countless others who were never able to live a life beyond their youth. Did my father earn this? Yes-indeed he did...

Submitted by
Rusty Rains, MLS, Librarian and Historian
Local History/Genealogy Librarian
Wilson County Public Library, Wilson, North Carolina
April 13, 2010



Heaven's Above, serial # 50487, 450th B.G., 720th Squadron
Manduria, Italy



Nose Art!



B-24J Liberator



Tail Turret of a B-24J Liberator



Looking inside the Tail Turret



The Rains Family: L to R-Steve, Mom, Dad, Debbie, Rusty, Tim
Nov. 2009 at Concord, NC for the Collings Foundation B-24J and B-17G Fly-In



Rusty Rains and Bill Rains



Bill and Ruby Rains



Three Generations of Rains Men: Rusty, Steve, Dad, Grandson Sam, Tim, & Grandson Hank-Sam and Hank are Tim's Sons



Mom, Dad, and Rusty's wife Renee

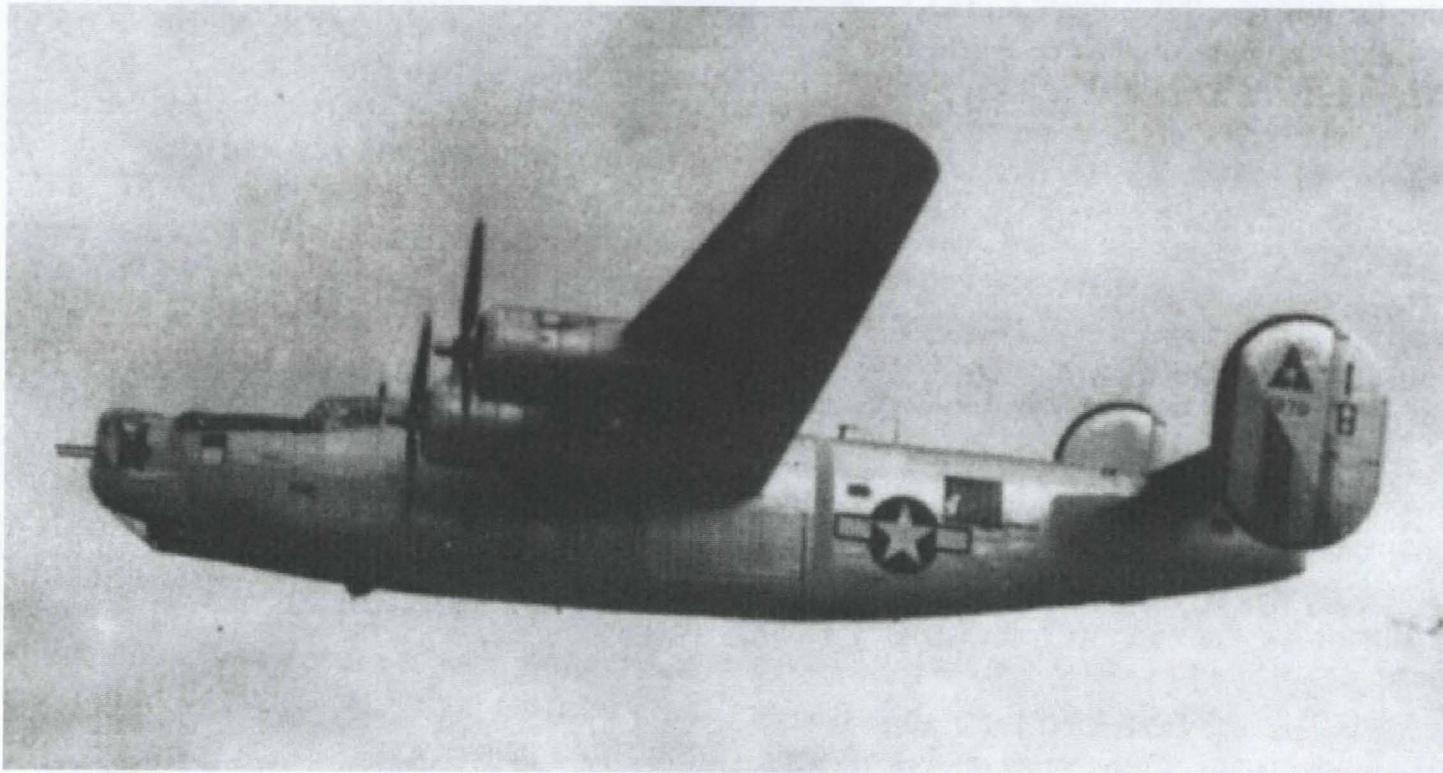
The Story of B-24J Serial # 42-51870, Lost in Action, 9 April 1945

On 9 April 1945, Bill Rains was assigned to fly replacement position aboard B-24J, serial number 42-51870 for a mission over Agata, Northern Italy. The mission's purpose was to drop fragmentation bombs on enemy positions. Apparently, he was to replace tail gunner Sgt. Charles Brown, who was grounded due to scarlet fever and was deemed too ill to fly. Rains' pilot, 2nd Lt. Leonard Markley, was also scheduled to fly as co-pilot. The flight engineer from Rains' crew, SSgt. Mike Fayden was to fly replacement on this mission as well. The evening before the mission, Rains checked the crew lists for the following day and saw he had been taken off the mission roster. Brown had been returned to flight status by the flight surgeon.

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B-24J Serial # 42-51870
Lost Over Target, Agata, Italy
9 April 1945

Missing Air Crew Report, B-24J Serial No. 42-51870

~~CONFIDENTIAL~~

Classification: Restricted
 4c. ~~RESTRICTED~~ MISSING AIR CREW REPORT **13710**
 by E. A. BRADNAS, Lt. Col., AC
 by F. M. MURKIN, Capt., AC

1. ORGANIZATION: Location Manduria, Italy Command or Air Force 15th Air Force
 Group 430th Bombardment (H) Squadron 720th Bombardment (H)

2. SPECIFY: Place of departure Manduria, Air Base, Italy Course North
 Target Troop Concentrations, Italy Type of mission Combat

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Clear

4. GIVE: (a) Date 9 April 1945 Time 1432 Last known position 44° 25' N-11° 50' E
 (b) Specify whether: Last sighted, Forced down, Seen to crash,
 Last contacted by radio, No information.

5. AIRCRAFT [LOST] ~~RECOVERED~~ AS A RESULT OF: (Check one only)
 Enemy aircraft, Enemy anti-aircraft, Other Aircraft believed to have been hit by bomb cluster dropped by preceding group.

6. AIRCRAFT: Type, model & series B-24J AAF Serial Number 42-51870

7. NICKNAME OF AIRCRAFT None

8. ENGINES: Type, model & series P & W R-1830 AAF Serial Number (a) HP 448172
 (b) GP 390210 (c) HP 425062 (d) GP 329347

9. INSTALLED WEAPONS: (Make, type and serial number) All Browning Air-cooled M-1.
 (a) 1037728 (b) 1037703 (c) 1547656
 (d) 1547855 (e) 1037691 (f) 1034768
 (g) 1037859 (h) 1316851 (i) 1037824
 (j) 1037877 (k) 1037877 (l) 1037877

10. PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty, Non Battle Casualty.

11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11; Passengers 0; Total 11
 If more than 17 persons aboard aircraft, use separate sheet)

CREW POSITION	FULL NAME [Last, First, Initial]	RANK, SERIAL NUMBER	CURRENT NEXT OF KIN, RELATIONSHIP STATUS AND ADDRESS
<input checked="" type="checkbox"/> Pilot	<u>L. WAIL, OWEN N., 2D LT., 0-2059658</u>		<u>MIA Mrs. Florence Dorothy Wahl, mother, Wilcox, Minnesota.</u>
<input checked="" type="checkbox"/> CP	<u>W. MARKLEY, WILSON, 2D LT., 0-799207</u>		<u>MIA Mrs. Ruth Daly Markley, wife, Walnut Ridge, Arkansas.</u>
<input checked="" type="checkbox"/> N	<u>J. KUNZ, JULIUS JR., 2D LT., 0-2071631</u>		<u>MIA Mr. Julius Kunz, Sr., father, Wesley, Iowa.</u>
<input checked="" type="checkbox"/> B	<u>WESSEMAN, EDWIN I., 2D LT., 0-785539</u>		<u>MIA Mrs. Stella Marie Weseman, wife, 1148 Cedar Blvd., Mount Lebanon, Pennsylvania.</u>
<input checked="" type="checkbox"/> BO	<u>Snyder, Luther G., Sgt., 33787802</u>		<u>MIA Mrs. Emily M. Snyder, mother, Route 1, Pottstown, Pennsylvania.</u>
<input checked="" type="checkbox"/> COG	<u>Keuchel, Michael E., Sgt., 39917907</u>		<u>MIA Mrs. Gertrude Moss Keuchel, mother, 2181 Hugo Avenue, Holladay, Utah.</u>
<input checked="" type="checkbox"/> TSG	<u>Sanford, John C., Sgt., 38607430</u>		<u>MIA Mrs. Vera Sanford, mother, Box 1035, Tuscola, Texas.</u>
<input checked="" type="checkbox"/> ASG	<u>Rogosa, John J., 32479257, Sgt.</u>		<u>MIA Mrs. Esther Rogosa, mother, 101 Sage Avenue, Buffalo, New York.</u>
<input checked="" type="checkbox"/> AG	<u>Maxwell, Billy B., Sgt., 37536566</u>		<u>MIA Mrs. Leona E. Maxwell, mother, Edna, Kansas.</u>
<input checked="" type="checkbox"/> AAC	<u>Brown, Charles E., Sgt., 45141910</u>		<u>MIA Mr. John H. Brown, father, 1109 South 18th Street, Louisville, Kentucky.</u>
<input checked="" type="checkbox"/> M	<u>Fayde n, Michael J., Cpl., 42102589</u>		<u>MIA Mrs. Florence E. Fayde, mother, 113-67 Springfield Blvd., St. Albans 11, New York.</u>

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE [one only] COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL No.	CONTACTED BY RADIO	LAST SIGHTED	SAW CRASH	FORGED LANDING
<input type="checkbox"/> Paul Blanchard		<u>S Sgt. 38540396</u>			<input checked="" type="checkbox"/>	
<input type="checkbox"/> Samuel E. Alexander		<u>Sgt. 35808508</u>				<input checked="" type="checkbox"/>
<input type="checkbox"/> David B. Kline		<u>Sgt. 35923688</u>				<input checked="" type="checkbox"/>

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons were seen walking away from the scene of the crash.
 Other reasons [specify] Witnesses saw four chutes leave aircraft before it hit the ground.

14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.

15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.

16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE. None

5. Enclosures:
 (1) - Statement. Date 14 April 1945
 (2) - Sketch.
 (3) - Photographs (3)

CONFIDENTIAL
 JOHN H. WELLS, JR., Major, AC, Adjutant.

- 1 -

C O N F I D E N T I A L

REPORT OF DISINTERMENT

This report to be completed by NCO in charge
of detail upon delivery of body to cemetery.

1. (a) NAME OF DECEASED MARKLEY, Leonard (b) 2nd Lt (c) ASN 0-799207
2. ORGANIZATION 450 Bomb Gp 720 Bomb Sq
3. (a) DATE OF DEATH (est) 9 April 1945 (b) DATE OF DISINTERMENT 17 July 1945
4. PLACE OF DEATH (a) TOWN S. Agata, Italy
(b) MAP REFERENCE M-303416 Map of Italy 1/100,000 Sheet 88
5. PLACE OF ORIGINAL BURIAL (a) TOWN S. Agata, Italy
6. (b) NAME OF CEMETERY Isolated Burial.
(c) MAP REFERENCE OF ~~CEMETERY~~ Isolated Burial - M-303416 Map of Italy 1/100,000
(d) GRAVE -- ROW -- PLOT -- /Sheet 88.
7. WAS REPORT OF ISOLATED BURIAL FURNISHED YES () NO (x)
IF SO GIVE CORRESPONDENCE NUMBER. None.
8. INFORMATION FURNISHED BY CIVILIANS CONCERNING BURIAL One British soldier
and Italian civilian buried bodies several days after death.
9. SOURCE OF IDENTIFICATION (a) TAGS Yes (2) No () (b) ON BODY Yes (2)
No ()
(c) GRAVE MARKER, GIVE INSCRIPTION Unknown American Airman KIA 9-4-45
(d) CEMETERY RECORDS None.
(e) FROM CORRESPONDENCE None.
10. IF DECEASED WAS MEMBER OF AIR CORPS GIVE FOLLOWING INFORMATION:
(a) LOCATION OF CRASH BY COORDINATES M-303416 Map of Italy 1/100,000 Sheet 88
(b) NUMBER AND TYPE OF PLANE B-24J 42-51870 (MACR 368)
(c) NICKNAME OF PLANE Unk
(d) INSIGNIA OF PLANE Unk
(e) LIST OF GUN NUMBERS 1316851 1037877 1034768
(f) M.G.# Yes (x) NO () MACR # 368
(g) INFORMATION OBTAINED FROM CIVILIANS AT SCENE OF CRASH Plane crashed into
levee. Lt. MARKLEY parachuted -- Was shot in mid-air -- Was buried where
he fell.
11. IF NO INVESTIGATION OF PLANE CRASH WAS CONDUCTED, STATE REASONS:
Machine gun numbers check with those on MACR # 368.
12. DISINTERMENT MADE BY: NAME C. M. LYLE RANK Capt.
13. REMARKS: None.
14. REBURYED IN U. S. MILITARY CEMETERY AT MIRABOLA, ITALY on 19 of July 1945
IN PLOT F, ROW 23, GRAVE 852.

113-67- Springfield Blvd.
St. Albans L. I. N. Y.
May 12, 1945.

Dear Mrs. Rains,

Thank you very much for your kind letter and good wishes.

Yes, I did know your boy was with mine for I have a couple crew pictures and all the names and addresses of the mothers whom I intended getting in touch with, thinking that way we might get more news as one might think to tell something another would forget.

Then my news came and I could not write. My husband spent a few days in Boise and he met your boy and so we feel we know him.

If he should have a chance to tell you anything about my boys last days there or how he happened to go up that day or any news, please let me know. Now that Europe has finished, maybe they can come home. I surely do hope you will have your boy with you soon.

Thanking you again for your kindness. Love
Sincerely, Florence B. Fayden.

113-67- Springfield Blvd
St. Albans L. I. N. Y.



Mrs. H. B. Rains
Kearly, N. C. #1

Letter to Mrs. H. B. Rains (Bill's mother) from Florence Fayden, Mike Fayden's mother (KIA)





Christmas Cheer



*Mr. Bill Rains
Kenly, W. C.*

*Christmas Card from Florence Fayden, Mother of Mike Fayden
(KIA)*

Dear Bie,

So many times I have wanted to write you and how I should love to see you and talk to you. I think I could talk now without showing the hurt. There are so many things that I'd like to know and you were the closest one I believe to my boy. If you ever get to New York, please do look us up. Dad works nights in Grand Central Terminal in the N.Y. N.H. & H. Railroad ticket office and would be easy to find. We would all love to see you any time.

Greetings
and sincere good wishes
for a
Merry Christmas
and a
Happy New Year



Sincerely

Florence B. Jayden.

THE WILSON DAILY TIMES

WILSON, N. C., FRIDAY, AUGUST 17, 1945.

Activities of Wilson and Its Organizations A

Eight Airlines Seek To Service Wilson Airport

Post War Aviation Service May Be Large Through Wilson Airport.

Eight national airlines have asked permission for passenger, mail and express service into and out of Wilson Airport after this war in the postwar era while 3 other lines have asked for what is known in aviation parlance as "pick up" service.

Roy Gatchell, secretary of the Wilson Chamber of Commerce, said this week that he feels that in the immediate era after this war that Wilson will be one of the best aviation centers in the eastern part of the state and he foresees big possibilities for the big Wilson airport now operated by the Navy.

At present only civilian flights done by permission secured from Operations, Marine Air Station, Cherry Point, N. C., may land here at the airport, but six months after the war, it is indicated in the Navy contract with the town, the airport here will be turned back to the town which rented it to the Navy for the duration.

Realizing that the Pattern of transportation for Wilson had to be completed to include rail, highway and air the Town of Wilson, in 1941, took steps toward the construction of a Municipal Airport that would adequately meet the needs of the latter mode of public and private transport. An original bond issue of \$100,000 by the Town of Wilson paved the way for later developments that led to the final construction of the Wilson Municipal Airport by the United States Navy at a total cost of approximately \$1,300,000.

A the present time the port is being used as an Outlying Field by the Marine Air Base, Cherry Point.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Lest We Forget

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

- WILBY A. ABERNATHY
- JAMES W. ANDERSON
Killed in action in France, Feb. 15, 1945
- ROBERT E. ASHFORD, Col.
Died of wounds in France, Dec. 16, 1944
- JAMES W. BAKER
Killed in action in France, July 29, 1944
- CHARLES E. BALLANCE
Killed in action in Mediterranean Area, 1944
- ROBERT D. BARNES
Killed in accident in England, December 23, 1944.
- W. THOMAS BARNES
- LT. V. W. BARNES
Killed in plane crash Fort Worth, Dec. 17, 1944
- WILLIAM G. BATTEN
Killed in action in Germany, April 2, 1945
- JERRY W. BEAMAN
Killed in action in Europe in 1944
- LESLIE A. BEAMON
Killed in action in France, July 11, 1944
- JAMES HENRY BELL
Killed in action at Saipan, June 24, 1944
- SGT. RALPH T. BELL
Killed action Pacific area May 4, 1945.
- CLEVELAND BOSWELL
Killed in action in Italy, May 26, 1944
- WILLIAM L. BOSWELL
Killed in action in Mediterranean Area, 1944
- WILLIS C. BOYKIN
Killed in plane crash in Florida
- ERNEST BRADLEY
Killed in action on Iwo Jima, January, 1945
- JOSEPH W. BRASWELL
Killed in action in Germany, March, 1945.
- BOBBY BROOKS

- JOHNNIE JACKSON
Killed in action in France, November 2, 1944
- MARVIN JACKSON
Killed when ship torpedoed July, 1943
- JAMES JOHNSON, Col.
Was drowned in Burma January 19, 1944
- JOSEPH JOHNSON, Col.
Killed in sinking of ship Pacific, Oct. 1941.
- ROBERT A. JOHNSON, Col.
Killed in action in Belgium in 1944
- THOMAS JONES, JR., Col.
Killed in accident in New Guinea, March 5, 1944
- LEWIS JOYNER
Killed in action in France in 1944
- KELFORD KENNEDY
Killed in action in Italy, July 8, 1944
- CARYLE LAMM
Killed in action in Africa, April 8, 1943
- ETHERIDGE LAMM
Killed in action in France, July, 1943
- ELBERT BEE LANGSTON
Died of wounds in France, July 24, 1944
- HARVEY J. LANGSTON
Killed in action in France, July 11, 1944
- LT. BISHOP LILLES
Killed in plane crash Gulfport, Miss., Aug. 27, 1944
- JOSEPH D. LITTLE
Drowned swimming Near Wilson June, 1942
- PERRY A. LUCAS
Died in Japanese Prison Camp, May 21, 1943
- JOE L. MANNING
Killed in action On September 8, 1944
- PFC. CHARLES G. MASSINGILL
Killed in explosion California, on June 3, 1942
- JOHN W. MEYERS

U. S. Employment Bureau Here Kept Very Busy

Mrs. Jeanette M. Grainger Is Head of Office Here In Wilson.

With the very bottom of manpower barrel reached, Jeannette M. Grainger, local manager of the U. S. Employment Service, of the War Manpower Commission, found that the problem during the past year and her staff was to keep available workers on their every day.

"Absenteeism and turn were severely curtailing the tobacco processing, the merchandising and manufacturing throughout Wilson County," says Grainger. It was a serious problem and one which we had to on the entire community for in solving." Mrs. Grainger prides with pride to just how complete the community responded.

Outstanding in group effort was that of the four months campaign waged by the Negro Material Association to recruit workers and keep them on the jobs of the tobacco processing plants. Association, headed by Rev. W. Hilliard, chairman, heard Grainger describe the problem then went into action.

Meeting with representative of the Chamber of Commerce, Wilson Daily Times, and Roy S. Turner, Manpower Recruiting Officer of the Raleigh office of War Manpower Commission, Grainger and the Ministerial Association mapped out the city set up a temporary recruiting office in the basement of the New First Baptist Church. Rev. Hilliard and his associates secured the services of voluntary workers for a house to house canvass tobacco workers. In the first

a thousand decks of
has been purchased
overlays, and
ve been made to eve-
drive, to the Cancer
state guard raincoat
nas party for under-
ildren and Christmas
ie old folks at the

dance for the Five
was held recently
i some \$200. The
participated in every
ive and sold many
dollars worth of

isored, for two years,
\$100. a team in the
eague. This year it
team in the men's
ie.

just a few of the
ies in Wilson during
. Many other worth-
have had Moose sup-

r future the Moose
once the purchase of
me which, when al-
complete, will be one
aces of Wilson.
kins is again Gover-
tge here for the pres-

Groups ate Circles

ey is commander of
ie current year, and
ler Stickney Boyd is
the national depart-
l defense committee.
.930 of the Forty
established here in
Forty and Eight
playground of the
de of legionnaires
dered valuable ser-
cal posts and there-
has been spectacu-

l is chef de gare of
the present time.
of the service or-
won a high honor
convention of the
tion in 1932-33,
in L. Newsome was
lected Grand Chef
he North Carolina

B. Anderson Post,
as one of the most
outstanding in the
a department, has
ortant role in the
Wilson and Wilson
number of years it
financed an ortho-
ade numerous con-
haritable organiza-
wn and county, in
dering financial as-
sisties of needy ex-

ssisted by the aux-
red entertainments
service men visit-
on Page Four)

includes a four-engine portable
lights, emergency places and an
one-story building with
and a runway. Plans to im-
such an Outlying Field efficient.
Located northwest of Wilson,
the field is approached by U. S.
Highway 284 from the south and
State Highway 58 from the west.
Both routes place it approximately
4.6 miles from the center of the
business district of Wilson. The
altitude of the field is 153 feet
and it is centered at latitude
35° 46' 33", longitude 77° 58' 08".
All three runs ways measure 150
feet wide and 4,500 feet long. The
entire tract of land held by the
Town of Wilson for future opera-
tion and development of the air-
port includes 801.2 acres.

Airlines distances place Wilson
approximately as the hub of the
present air centers in the eastern
part of the United States. Such
centers as New York (400 miles),
Jacksonville (450 miles), Atlan-
ta (400 miles), Nashville (475
miles), Cincinnati (460 miles),
Richmond (130 miles) and Wash-
ington (225 miles) place Wilson
within facile and economical flight
distance of the population centers
of the eastern states.

Mooseheart Is Wonderful Place

Beautiful Mooseheart, the brain
child of James J. Davis, now U.
S. Senator from Pennsylvania, was
founded July 27, 1913 on a rolling
prairie 35 miles west of Chicago,
and dedicated to the proposition
that every child is entitled to at
least a high school education and
instruction in a trade.

In less than twenty-five years
Mooseheart has developed from a
few acres to a tremendous park
like estate comprising more than
twelve hundred acres. Over 22
million has been expended in the
development, maintenance and
operation of the Moose child city.

Mooseheart has 200 fireproof
buildings of modern concrete, in-
cluding a central heating plant,
a high school building, several
large industrial shops, many fine
dormitories, attractive residences
and a modern farm plant. It is
a home for more than 100 de-
pendent children of deceased
members of the Order. Moose-
heart is unique too, in the fact
that it takes in dependent moth-
ers as well as dependent children.

At Mooseheart a full account
of the needs and capacity of each
individual child is taken and the
instruction best fitted to him is
given to the end that he may best
adjust himself to a complex, chang-
ing social and physical environ-
ment. Graduates of Mooseheart
find no difficulty in obtaining em-
ployment as a matter of fact, em-
ployees bid for their service be-
cause of their training.

Mooseheart's educational meth-
ods have been adopted in thou-
sands of primary schools all over
the civilized world. Indeed Moose-
heart has received citations from
more men and women high in
social, educational, industrial and
(continued on page three)

JOSEPH M. BUNGH
CHARLES E. DUNN

JOSEPH M. BUNGH

CHARLES E. DUNN

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many old customers who have come back again and again through these many years for their furniture needs.

Recently, in order to be better able to serve their ever growing list of customers and also in keeping with their policy of expansion, for Mr. Johnson says he believes in the old adage "to cease to grow is to stagnate," they have added quite a large floor space to their 2nd floor which greatly increases their display rooms and affords the showing of a much larger, varied and more complete stock of house furnishings.

In line with their policy of trying to sell only the best, the Johnson Furniture Co., expects to resume the sale of General Electric refrigerators and other appliances, also Stewart-Warner radios and others of national know makes just as soon as they are available again.

Mr. Walter Lewis, salesman, who has been with the company a number of years will be glad to see his friends and customers step in whether they buy anything or not.

LEST WE FORGET

(Continued from page one)

- W. H. TURNER, JR.
Killed in plane crash
South Pacific, Nov. 25, 1944.
- WILLIAM S. VICK
Reported Killed at
Bataan, May 8, 1942
- DAVID W. WHITLEY
Killed in action in
Italy, Sept. 25, 1943
- J. D. WHITLEY, JR.
Killed in African
Theatre, May 23, 1943.
- CURTIS WILLIAMS
Killed in action on
Leyte, Nov. 12, 1944
- IVESON WILLIAMSON
Killed in action in
Belgium, Jan. 11, 1945
- JOHN WINSTEAD, JR.
Killed in action on
August 8, 1944.
- JESSIE C. WOODARD
Killed in action on
December 24, 1944
- LT. WILLIAM C. YOUNG, JR.
Killed in plane crash
Jacksonville, Fla., July 7, 1943

the store with plenty of parking space in front of the store.

The market was started by the late J. I. Hill who had been in the fish business for 25 to 30 years and was one of the oldest fish market operators from point of service in the eastern part of the state.

The store is now ably operated by J. M. Hill the late Mr. Hill's son. The present operator is ready to serve and please all customers of the store.

The store's storage capacity is insulated and is one of the best fish market set ups in the east.

Because Mr. Hill feels that fish lose their flavor by refrigeration he uses ice instead of actual refrigerators so that the fish may be iced and moist at all times for the customer.

The freshest fish in the east may be obtained at Hill's, Mr. Hill tells his customers.

An insulated storage room also keeps fish that cannot be put in the counters at a cool iced temperature and fresh.

All sea foods that the customer can wish for in season are obtainable at Hill's Fish Market.

Mr. J. M. Hill was the first one in the area to use the black and white color scheme in, and on the outside of his store and his "swimming fish" in his neon sign is a trade-mark for good fish anywhere.

Mr. Hill prides himself in having personnel that will "dress your fish to taste better and Bill Hill is an expert in this dressing of all types of seafood.

An up to date delivery service that will deliver at any time to your home is ready for your convenience and no order is too small or too large to have Hill's Fish Market to deliver it. Three delivery boys are on-call all of the time to deliver the fish you order to your door.

"Our one desire" said Mr. Hill yesterday "is to please the customer and we do not object to delivering an amount as small as a half pound if the customer wishes it delivered."

ZEB H. YOUNT
Died of wounds in
Tunisia, Oct. 19, 1943

has played an important part in the up-building and promotion of the interests of Wilson and her people. He is also a prominent farmer and his career has led him into a number of occupations which admirably equip him for the position he occupies in the affairs of the National Bank of Wilson and enables him to be of great service to our people.

The executive vice president and cashier of the National Bank of Wilson is Mr. A. D. Shackelford. He began his banking career with the old First National Bank in 1919 and served that institution until its closing. Shortly after the organization of the National Bank of Wilson, Mr. Shackelford was elected to the office of executive vice president, and in 1938 was also elected cashier.

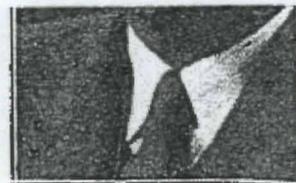
Mr. Edward Warren, son of Mr. W. E. Warren, is assistant cashier of the National Bank of Wilson, and has served in this capacity 24 years. He began his career with the old First National Bank in 1914.

Mr. Bruce W. Riley was appointed an assistant cashier of the National Bank of Wilson in January, 1944. Shortly after leaving Atlantic Christian College, Mr. Riley entered the employ of the bank in 1933 as a teller.

As an additional service to the community a personal loan department was opened recently. This department is under the management of Mr. William R. Redding who has had several years experience.

With the above named gentlemen at the head of the National Bank of Wilson and the following directors to assist them, the bank has every assurance of proving a fortress of financial security to our people and this community. The directors of this bank are:

Messrs. U. H. Cozart, Jr., Fred Flowers, W. D. Adams, W. E. Warren, Mrs. Vance T. Mebane, George L. Morgan, D. C. Williams, H. G. Connor, Jr., Thomas H. Woodard, Wiley B. Edwards, A. D. Shackelford, N. M. Schaum, all of Wilson, and Mr. A. B. Farmer of Bailey, N. C. In addition to those mentioned above the following employees of the institution are ready



MR. A. D. SHACKELFC
Executive Vice-President
National Bank of Wilson

to serve the people of the community:

Frank Anderson, Miss Boyette, Mrs. Thomas A. Mrs. J. T. McCraw, Mrs. E. ton, Mrs. Marvin Owens, M die Watson, Mr. C. E. P Miss Claudia Mercer, Miss F Griggs, Miss Hilda William Dorothy Mattox, Mrs. H. T Barnes, and Mrs. Frank R. I

The following employes National Bank of Wilson the service of our country:

Mr. Carroll Kemp, Mrs. V Wallis, Mr. Bruce Bryant, I K. Anderson, Jr., and Woodard director.

This bank offers for the c fence of the people of this c nity a Safe Deposit Box r ment equal to that of any o banks of the larger cities. boxes rent at a nominal pri are in a burglar-proof vault

The National Bank of Wi endeavoring to encourage th chase of War Savings Bond has a special department i convenience of its customers Frances Griggs is in charge department.

The National Insurance A Inc., an affiliate of the N Bank of Wilson, offers an tional service to this commu handling all kinds of insu This department is in cha Miss Beatrix Donkle.

The officers and directors National Bank of Wilson great confidence in Wilson e people, and the future of th munity, and strive to lend a ing hand in its up-buildin progress.

SALVATION ARMY SERVES MANY

(Continued from page o

the roll at present with 96 bers on the Sunday School r Sunday School meetings wer with 150 class taught and in attendance. Other me as Band Classes and Bible 18 with an attendance of 21: Daily Vacation Bible Schoo conducted the last of June school ran 9 days with an a ance of 599 with 6 teachers Girl Guard Troop which is s to the Girl Scouts of Americ a Salvation Army organizati increased in membership. A sent there are 18 Senior a Junior Guards on roll in ful form. The girls take up the work as girl scouts. These have helped out considerabl ing the past year at the Car

COMPLIMENTARY

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