

# North Carolina Marauder Fighters Make Excellent Showing In England

Condensed from an article by T/Sgt. George Butler, a former staff-member of the Greensboro Daily News.

A MARAUDER BASE IN ENGLAND—(Delayed) — The North Carolina men at this base will readily agree on two things. First, that "nothing would be finer than to be in Carolina" wearing the Victory ribbon of this war. Second, that the B-26 is a great airplane which has proven its worth in combat over the most difficult proving ground in the world—the heavily defended fortress of Europe.

Brig. Gen. Samuel Edward Anderson, of Greensboro, who heads the bomber command under which the medium bombers operate, presents a graphic picture of the excellent work being done by the Marauders in this theatre of war: "Between July 16 and October 27, 1943, USAAF Marauders have flown more than 4,600 sorties over enemy-occupied western Europe with loss of only 13 aircraft. Of these 13, two have been shot down by enemy fighters, the remainder by flak. Our Marauders meanwhile have destroyed 23, probably destroyed 18 and damaged 23 enemy fighters — proof enough that given a good escort of friendly fighters they can take care of themselves in combat.

"Flying over the very heavy defenses of Western Europe within range of both light and heavy flak, our Marauders have absorbed terrific punishment and have made numerous single-engine flights back from their target. On at least two occasions, Marauders have lost the use of an engine before reaching the target but have gone on to bomb and return to base, continuing to take evasive action while over enemy territory. This record is first of all a magnificent tribute to our combat crews and the training they have received. Second, it most emphatically demonstrated that the Marauder is a fine combat airplane.

In their sleek, fast medium bombers, Tar Heels have experienced many of the dangers and trials of aerial warfare. They have been on raids when the flak was so thick "you could get out and walk on it." They've felt the sturdy Marauders being rocked like a cradle from near misses of flak and have escaped injury when caring enemy fighters darted through the escorting screen of fighters to fire 20 mm. shells into the fuselage, wings or cockpit. They have stirred up a veritable beehive of enemy fighters on some missions and the Marauder gunners were kept busy spitting lethal lead from their 30 calibre machine guns. They have admired the fighting spirit of pilots in escorting Spitfires, Thunderbolts, or Lightnings who take any risks to protect the medium bombers. They have seen the demolition bombs burst on the runways, dispersal areas, oil storage tanks, and hangars of enemy airfields; they've watched power stations, harbor installations and other military objectives blown to hell during a Marauder attack. They've been on raids that were as exciting as a combined three-ring circus and roller coaster ride and they've been on others that were comparatively as quiet as a Sunday stroll in the park.

All of these men have one thought in mind—getting the war over as quickly as possible and getting back home. Back to the rhododendron-covered hills of western North Carolina; back to the red hills and thriving industrial towns of the Piedmont section; back to the cotton and tobacco farms and friendly communities of eastern Carolina. But until that time comes, the transplanted Tar Heels will stick to the fight with the same tenacity that their nick-name indicates.

exchange in Germany. The eight were accused of organizing a systematic thievery of the blades from factories, one girl defendant being charged with stealing 250,000 blades in six months.

It was testified the blades were used as currency in black market operations where paper reichsmarks were scorned.

In Del Norte County, Calif., a redwood grew astride another that had fallen. The prostrate tree, dead at least 2500 years, was sound enough for lumber when cut up a few years ago.

## FRENCH MYSTERY TARGETS POUNDED

(Continued from Page One) the attacking force failed to return.

The war bulletin said that "some enemy fighter opposition and considerable flak" was encountered by the Flying Fortresses and Liberators.

The raids followed a bomb concentration on the same area Saturday by Liberators, none of

which was lost, and RAF Mosquitos.

Maintaining the offensive, RAF bombers last night pounded undisclosed objectives in southern France and western Germany, and laid mines. One plane was lost.

Mustangs and Thunderbolts escorted the heavy bombers making their fourth straight daylight foray over Europe. The Marauders were protected by RAF, Dominion, and Allied fighters. It was the 10th mission in February for the Martin Marauders.

## City Briefs

**CAPE FEAR COUNCIL**  
The Cape Fear Council No. 24 Daughters of America will hold their regular meeting tonight at 8 o'clock in the Junior Order Hall.

**VISITING**  
Lt. Criss Eugene Fonvielle is spending a few days leave with his parents, Mr. and Mrs. W. A. Fonvielle on Chestnut street.

Monday, February 14, 1944 WILMINGTON STAR—3

**Forest Hills P.-T. A. Will Have Meeting Tuesday At 7:30 p. m.**  
The Forest Hills P.-T. A. will have a meeting and a program Tuesday at 7:30 p. m. in the Forest Hills auditorium.

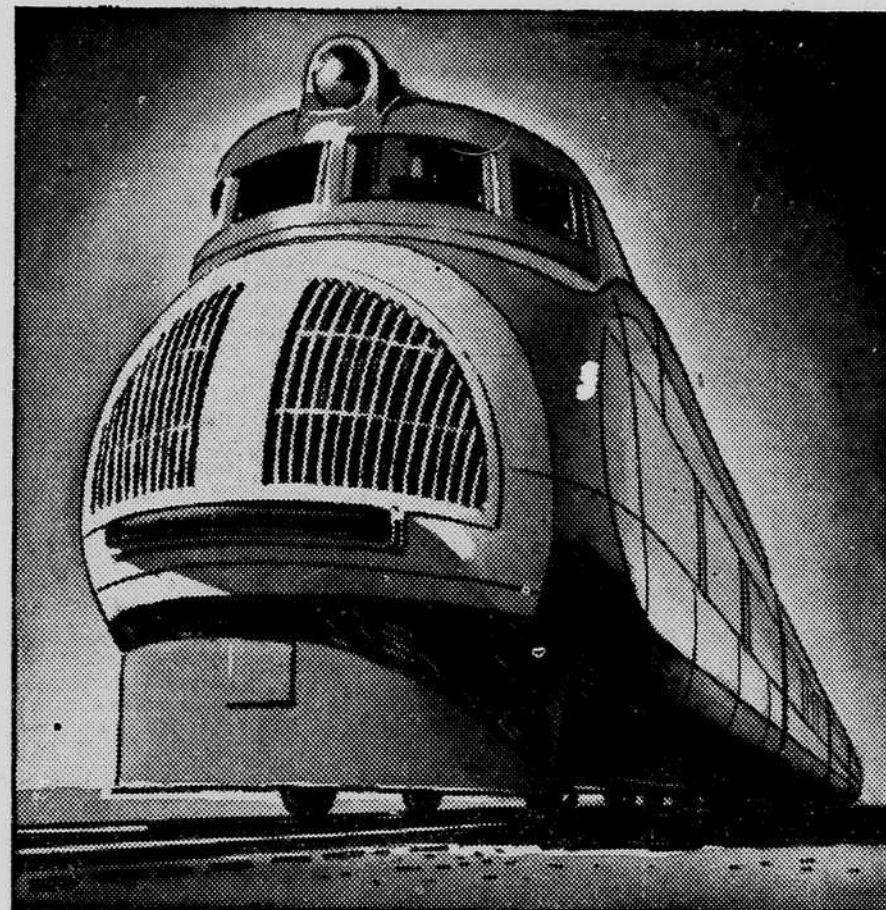
The program will be given by Mrs. Ella J. Mitchell. The Glee Club, under the direction of Mrs. Robert H. Bright, will sing. Refreshments will be served and a silver offering taken during the business meeting in which the new officers are to be elected.

**SHIP SAID SUNK**  
LONDON, Feb. 13.—The German communique said today that German motor torpedo boats made a daring thrust against the northeast English coast last night and sank a British patrol ship off the mouth of the Humber River.

# 1944

## 10th Birthday of the Streamliner

On February 12, 1934, the M-10,000, first modern American streamliner, was delivered by its builder, Pullman-Standard, to the Union Pacific Railroad



The M-10,000

IN 1933, after painstaking investigation of all car manufacturers' designs, the Union Pacific Railroad commissioned Pullman-Standard to build America's first modern streamlined train. It is significant that, in the following ten years, Pullman-Standard—creator of that extraordinary innovation—built more than 71% of all lightweight streamlined cars purchased.

By December 1941, after seven years of service and 899,113 miles of fast, comfortable operation during which it had earned over three times its original cost, the *City of Salina* (formerly the M-10,000) was no longer able to handle the heavy traffic demands without adding cars which was impracticable with this type of articulated train. However, it had pioneered lightweight equipment—proved its practicability and economy. With the shortage of aluminum the Union Pacific, nine days after Pearl Harbor offered the train on the altar of freedom to be transmuted into swift fighting planes—fitting reincarnation for a grand and honored pioneer.

On February 12, 1934, modern rail transportation was born. Pullman-Standard made railroad history in the ten years that followed. Up to the stoppage enforced by the War Production Board, 2116 lightweight passenger cars were built by the car building industry of which 1505 or almost three-fourths of the total were built by Pullman-Standard for the following 18 railroads and The Pullman Company:

- THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY
- BANGOR & AROOSTOOK RAILROAD COMPANY
- BOSTON & MAINE RAILROAD
- CHICAGO & NORTH WESTERN RAILWAY COMPANY
- THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
- GREAT NORTHERN RAILWAY COMPANY
- ILLINOIS CENTRAL RAILROAD COMPANY
- THE KANSAS CITY SOUTHERN RAILWAY COMPANY
- LEHIGH VALLEY RAILROAD COMPANY
- THE NEW YORK CENTRAL RAILROAD COMPANY
- THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY

There, truly, is stirring proof of confidence in products built by Pullman-Standard—a confidence rooted in its sound engineering practices, in unequalled organization and manufacturing facilities—in the experienced judgment born of 85 years in the building of railroad equipment.

Of those 1505 lightweight cars—with their low maintenance costs—not one has failed. And every type of Pullman-Standard-built car has met and withstood the severe safety test conducted by the Association of American Railroads since that test was instituted. And how do "people" feel?—the vast army of men and women who ride on trains? They have expressed

their preference by paying fares; have made Pullman-Standard streamliners the top revenue producers of all.

Why this enthusiastic public acceptance? Not only because of the comfort and convenience offered by this modern lightweight transportation, but in addition because of its safety—of that instinctive reliance that men everywhere place in products they know to be trustworthy.

These brilliant advances of the last ten years promise well for future performance. Expect comforts, and conveniences, beyond any you have known. Expect improvements born of new knowledge gained in the vast laboratory of war production. To the achievement of those goals we bring many new assets of heightened ingenuity and new skills; and also an old one which will never change—the fundamental belief in quality, the traditional purpose that every product of Pullman-Standard shall first and of all things be safe and dependable. For this company, while ever alert for what is new and worthy to be used, has never compromised with safety—knowing that progress and safety can go hand-in-hand—has never, for the sake of novelty, experimented at the public risk. And never will!

### All Out for Victory in 1944

We have been asked by the railroads, in cooperation with the Government, to build passenger coaches in 1944 to support wartime transportation: To hasten victory, we shall continue at top speed to produce weapons of war. We have built or are building escort, rescue and landing ships, freight cars, troop sleepers and hospital cars as essential vehicles of war, and vast quantities of tanks, gun carriages, plane assemblies, shells and bombs, trench mortars and parts for anti-aircraft gun mounts.

Let's buy Bonds  
Then one bond more for "Victory in '44."  
Let's all back the attack.

# PULLMAN-STANDARD CAR MANUFACTURING COMPANY

CHICAGO, ILL. BALTIMORE, MD. BIRMINGHAM, ALA. CLEVELAND, O. NEW YORK, N. Y. PITTSBURGH, PA. WASHINGTON, D. C. BESSEMER, ALA. BUTLER, PA. HAMMOND, IND. MICHIGAN CITY, IND. WORCESTER, MASS.  
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## AMERICANS STRIKE OFFENSIVE BLOWS

(Continued from Page One) there, and to replace some enemy forces withdrawn from Cassino to the beachhead area.

There was comparatively little activity in the beachhead except for the Carroceto area, but German artillery still pumped shells into all parts of the Allied position. One enemy patrol tried unsuccessfully to punch through American lines two miles southwest of Cisterna.

Allied warships off the beachhead are "lending a hand when necessary," the navy said.

## Razor Blades Used For Barter Purposes

LISBON, Feb. 13.—A report reaching here of the trial of eight factory workers in Solingen disclosed that the safety razor blade has become a handy medium of

## What You Should Know about COUGHS

1—For a persistent cough—one that has lasted for 3 days or longer—see your Physician. Don't try to treat such a cough yourself. It may indicate a serious condition.

2—For a cough due to a cold see your druggist and get Mentho-Mulsion, the modern, tasty cough preparation that starts soothing relief from the very first dose. Acts fast to help loosen tight phlegm, soothe irritated throat membranes and allay the coughing. Comes all ready to use—nothing to mix—nothing to fix. Ideal for children as well as adults. Druggists sell Mentho-Mulsion on the understanding that you are to be delighted or your money will be gladly refunded. Use only as directed. (ad.)