

# The Plattsmouth Journal

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## G-Men Prowl for Notorious Public Enemy

### Charles Monazym Wanted in Detroit Branch Bank Holdup—Detroit Underworld Figure.

By ALLEN C. DIBBLE  
WASHINGTON (UP)—G-men throughout the nation are "on the prowl" for Charles Monazym, 28-year-old hoodlum sought in connection with the \$44,740 robbery of a Detroit branch bank.

The official record of the bank robber is "the object of an extensive investigation." This means that he is high on the list of public enemies sought by the federal bureau of investigation.

G-men say that Monazym has been identified positively as a participant in the holdup of the Oakland and Woodlawn branch of the Detroit bank on May 1, 1936. He was indicted by a federal grand jury on June 23, 1936.

The branch bank, located near the Chrysler automobile plant, had an unusually large amount of cash on hand to meet payroll checks of workers.

### Machine Gun Carried

Four men, all carrying side-arms, entered the bank and a fifth remained outside in the get-away car. One man identified as Monazym, carried a machine gun.

The robbers commanded 40 patrons and six employees in the bank at the time of the holdup to lie on the floor. One of the robbers punctuated the command with a shot into the bank fixtures.

The bank's funds were scooped into a white cotton sack and the robbers ran to their waiting automobile. Investigation led to the identification of John Carl Conley and Rudolph "Dutch" Brant as companions of Monazym in the holdup.

Brant was apprehended in Detroit at the home of an underworld character upon whom he had called to solicit aid in filling out a parole report. Brant was on parole from the Michigan state prison, where he had served 11 years of a 15-30 year sentence for second degree murder.

### Detroit Underworld Figure

Conley was arrested on July 29, 1936, by Detroit police, and the search then was centered upon Monazym, who was widely known among Detroit underworld characters.

FBI sources described Monazym as 5 feet, 9 1/2 inches tall, of medium-slender build, weighing 128 pounds; black hair; brown eyes; dark complexion, and of Syrian descent.

Born in Pottsville, Pa., Monazym moved with his parents to Detroit in 1915. The FBI said that he has been known to associate with criminals since early manhood.

He served a sentence in the Missouri state prison for grand larceny. Subsequently, he was arrested 11 times on minor charges by Detroit police. In August, 1932, he was committed to the state prison at Jackson, Mich., to serve from three to 10 years for larceny. He escaped Dec. 24, 1934.

The FBI warned that Monazym is reported to be armed at all times with a .38 caliber automatic.

## TRIPLE MURDER AND SUICIDE

ORTONVILLE, Minn., Jan. 17 (UP)—Four persons were found dead today in their burning home and authorities said they appeared to be the victims of a triple murder and suicide.

When firemen extinguished the flames in the home of Harm Julius, they found Julius, 50, hanging from a rafter in the basement. His wife, her mother, and a niece, Jenny Sleeper, 24, were found dead in their beds with deep gashes in their heads, and officers said they appeared to have been struck with an ax or some other sharp instrument. Authorities said Julius last week had an attorney draw a will for him but they knew of no reason why he should kill the other members of his family.

## Life of the Down and Outer in City of London

### Graphic Picture of the East Side Residents of Historic City During War Times.

By HARRY FLORY AND EDWARD W. BEATTIE, JR.  
NEW YORK, Jan. 15 (UP)—This is the story of London's down-and-outers.

It is the story of a Cockney-born "Greek Chorus" that tramps the streets of London in the background of the tragedy set in motion by Marshal Hermann Goering's bombers.

It is the story of the bombed-out east enders who never had much before war came and who haven't anything now except the stubborn will-to-live that is bred in the slums of Limehouse, of Stepney and of Poplar.

If percentages mean much, the down-and-outers aren't a big fragment of Britain's 45,000,000 population. Their numbers aren't. Just a few thousand among the millions.

As long as the down-and-outers are only a few thousand they are no more important than a few thousand germs in a healthy person's blood-stream.

There are two hours of the day when you can see the down-and-outers on the move in London.

One hour to see them is the grey, damp fog of the morning—8 o'clock. At that hour they are shuffling up from the shelter to the streets and winding down through the smashed streets of the east end to the river Thames.

You can hear them, too, as the muffled swish of their worn boots goes over the cobbled pavements. You can hear the hack-hack of the shelter cough. It is not a nice sound. But it is the only voice of the down-and-outers—so far. A racking voice that warns of congested lungs, bad air, infections and possibly worse to come before the long winter shall end.

When Londoners hear that hack-hack they worry over epidemics coming out of the dark corners of their minds where they have hidden it away, trying to forget about it.

The down-and-outers go down to the Thames in the morning to wash in the river. They do that because they haven't any homes and there isn't any place to wash in the shelters.

Some of the lucky ones have a friend near by who hasn't been bombed out. The lucky ones go to their friends' places and wash there.

The second hour to see the down-and-outers is 3 o'clock in the evening as darkness starts to close in and they queue up for another night in the shelter. The down-and-outers don't complain about this. Communist agitators have tried to work among them but they haven't made much headway. Possibly that's because the down-and-outers and Londoners and British to the core.

You've probably read about one big shelter where three or four thousand of these people spend 16 hours out of each 24. This shelter is something of a sight in London. Like the Bowery used to be in New York or West Madison street in Chicago.

Visiting journalists ask to see it and send home descriptions and impressions.

### HERALDRY TO GO ON DESTROYERS TRADED BRITAIN

LONDON (UP)—American destroyers which figured in the transfer to the British navy will receive the distinctive badges carried by most British ships.

Designers of the College of Arms, Britain's 450-year-old governing body on heraldry, are planning the emblem which each destroyer will bear. Known as a "badge," a bronze plaque about one foot in diameter is placed in a prominent place on the quarterdeck of British warships.

Others, ranging from 5 to 7 inches, are fixed in pairs on the bows of the ships, whalers and other boats belonging to the ship.

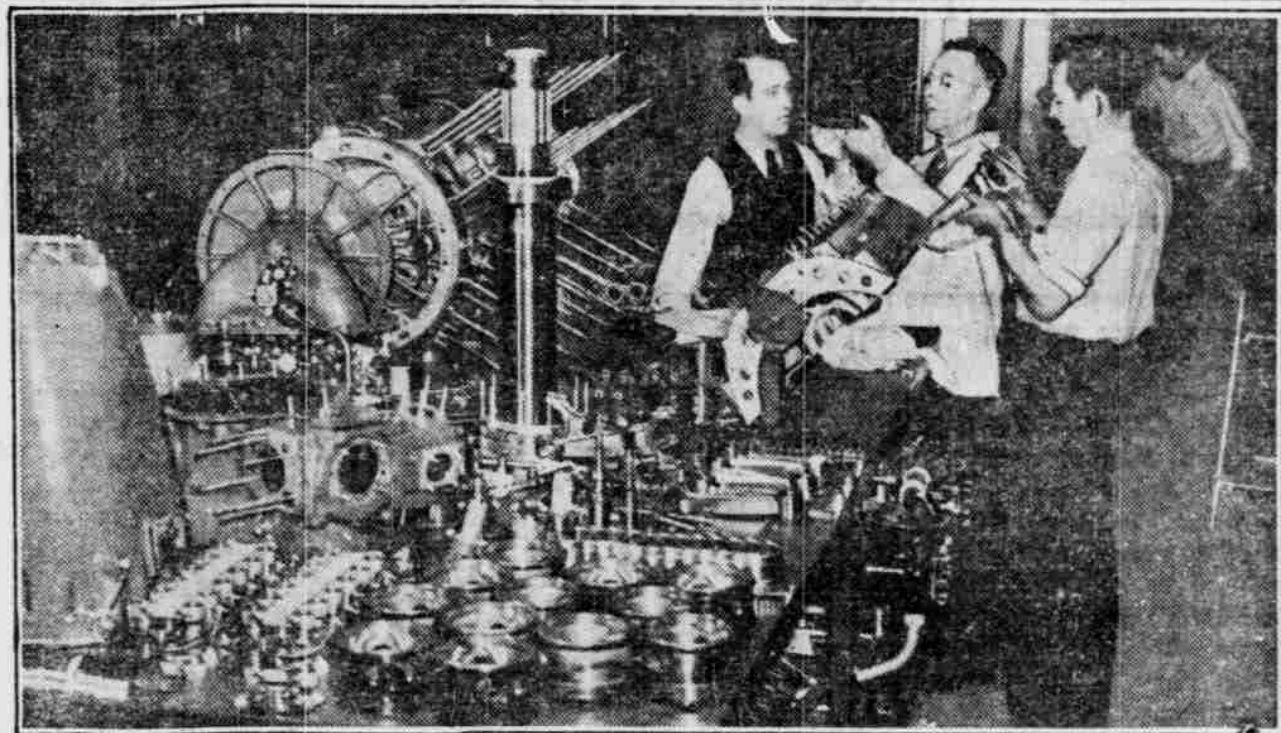
Since the former American destroyers have been named for towns and cities common to both Britain and the United States, it is likely that their badges will be based on the arms of the British city, accompanied by some indication of their American origin.

This indication may take the form of a stars and stripes motif or one or two stars incorporated in the design. Where the American city has arms or a corporate seal, this probably will be taken into account by the Herald's artists.

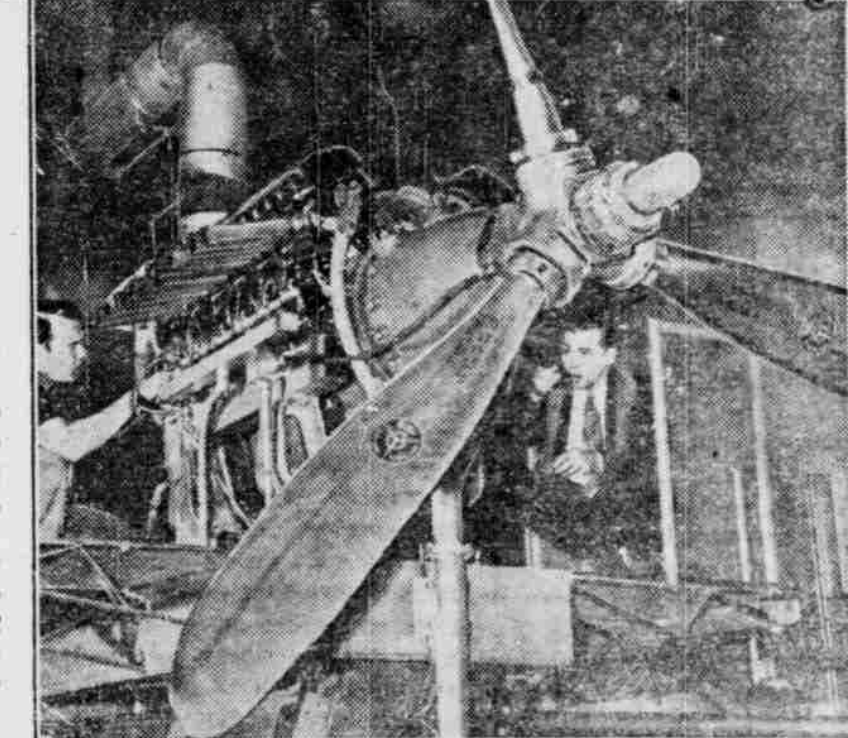
## LETTER IN WARTIME COSTLY

LONDON, Eng. (UP)—A love letter to his fiancée in German-occupied France cost a man \$50 in London. The defendant was found guilty of violating defense regulations, by attempting to send the letter via Eire.

## Making Motors for Air Defense



Appearances to the contrary, these pictures of Allison airplane engines in production are in reverse sequence. At right, a motor being readied for its first test run. Above, the same motor in the "tear down" department for inspection after the run, as required by the Army Air Corps for all aviation engines.



Cadillac Division in Detroit. A year ago the Allison plant occupied 90,000 square feet of floor space and employed 900 men. By next fall further additions to the plant will have been completed and new equipment installed.

INDIANAPOLIS—Production methods of the automobile industry are receiving their first test in turning out non-automotive defense products at the Allison plant here where General Motors is building liquid-cooled airplane engines at a current rate of 350 a month.

Designed for use by the Army Air Corps and the British government, these engines, the first of their kind ever manufactured in this country, are built to half-line specifications. Each part is subjected to rigid tests and checks before assembly, and the completed engine is given an eight-hour test run during which it is brought up to full power. Then it is completely torn down, inspected for wear and imperfections, reassembled, given a final acceptance run and packed in

Three times a day the shelter is drenched in disinfectant—in the morning when the down-and-outers leave, in the afternoon before they come in and about midnight when they are sleeping. There's a canteen in the shelter, run by the Salvation Army. It runs all night, selling tea and cakes, ham or sausage rolls, cold meat pies for a penny or two. Some people bring their own teapots and cups. Some are families, mother, father, children and dog. Many are without families.

Between eight in the morning and three in the afternoon when the lines start to form at the shelter doors these people wanted the streets. They get simple meals at communal feeding centers. Or if they have money they buy the cast end equivalent of American hamburgers and hot dogs—"fish and chips."

Most of these down-and-outers have no jobs. Some of their jobs were bombed out of existence in the great attacks and fires which swept the east end docks and warehouses in September. But many of them lost their jobs before that. London's great docks lost much of their usefulness the day that German Panzer divisions swept into Abbeville on the French channel coast. From the day the Germans installed themselves on the channel the Port of London lost half or more of its shipping value.

Some of these people had no jobs before the war. They were on the dole.

There are many reasons for the plight of London's down-and-outers. One is the failure of the authorities to appreciate the necessity for deep shelters before the war started. That is, many deep shelters with sleeping accommodations, sanitary conveniences, heating and ventilation. Some day that will be remedied.

Meantime, it should be remembered that these conditions probably are the worst to be found in London. They are an exception. Many more thousands of people spend their nights in decent, adequate shelters or in their own home shelters.

Not many use the brick and concrete street shelters of which so much was hoped for before the war. Bombs smash them too easily. It doesn't take a direct hit. The blast

## Employment Service Places Many in Jobs in 1940

### Miss Edith Solomon Reports That 509 Persons Were Employed with 221 in Private Placement.

LINCOLN, Jan. 16 (UP)—Nebraska's conscription quota will be 2,062 men in February, Guy Henninger announced today.

The new conscription, he said, will go to the Nebraska National Guard, increasing the guard to war-time strength. Following induction at Fort Leavenworth, Kansas, Cheyenne, Wyoming, and Omaha, the draftees will be sent to Camp Robinson, Arkansas for one year.

Henninger said it was estimated there were 500 available volunteers in the state, leaving more than 1,500 men to be conscripted.

The February quota will bring to 2,447 the number of Nebraska men called under the draft law. Only 122 men were called in November and 263 in January. Nebraska's total draft registration exceeded 143,000.

The February conscripts will increase Nebraska's national guard strength to between 4,995 men. Assignments for the new draftees include 1,148 to the 124th infantry, 552 to the 10th medical regiment and 362 to the 110th quartermaster regiment.

Nebraska's February quota was nearly one-fourth of the total of 9,988 men to be called from the Seventh Corps nine-state area.

## ASK LOWER CAR RATES

WASHINGTON, Jan. 17 (UP)—The Petroleum Rail Shippers' association today asked the interstate commerce commission to reduce the rates on multiple car shipments to eight terminal points—Kansas City, St. Louis, Chicago, Jefferson City, Mo., Des Moines, Omaha, Minneapolis and Iowa City. The association's attorneys said lower rates were necessary to enable them to compete with shippers using pipelines and water transportation.

One proposal offered by the association was a reduced rate for shipments of 5,000 barrels or 25 cars. A reduction of 20 per cent was suggested.

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## Spring Styles May Reflect the Coronado Era

### Exposition in Southwest Inspires Colorful Designing—Museum Research Conducted.

EL PASO, Tex. (UP)—The United States Coronado Exposition Commission is credited with supplying initiative for a woman's fashion design that promises to catch the fancy of the southwest.

The huge government-backed show, which last fall completed a tour over four southwest states in presenting an historical pageant of Spanish exploration, so influenced a 28-year-old Phoenix, Ariz., school teacher that she turned a hobby into what may become a business.

Last June at the opening presentation of the Coronado show in Albuquerque, N. M., Miss Carmen Larison, music teacher in a Phoenix junior high school with a flare for designing, was an interested spectator. The colorful costumes, authentic in detail to the dress worn by Spanish ladies and conquistadores 400 years ago, inspired her.

Museum Research Conducted  
After becoming interested Miss Larison was commissioned by Arizona officials. She spent four months in research in museums after her appointment to do a group of prints for the Coronado celebration. Dozens of designs were discarded before she found a successful one.

Her research revealed that the Spaniards brought the first parrots to the southwest on their exploration treks, and to the simple Indians the colorful birds were fascinating.

With the red and yellow colors of Coronado's shield she blended a parrot green and turquoise blue (turquoise were traded by the Indians for the Spaniard's parrots) into her prints, thus following the Coronado theme as set down in history.

Miss Larison was intrigued by modern styling possibilities of the 400-year-old costumes worn by participants in the Coronado celebrations.

"As I watched the show the designs on the blankets of the horses suggested ideas; the hats of the 1540 period suggested the face hats for dinner wear, and even the men's coats suggested trotter length coats for sports wear," she said.

When her print was complete she attempted to interest New York firms in her designs, and late in November the first public showing of her Coronado prints was held in El Paso. They were acclaimed by eastern buyers who saw "sneak previews" of spring and summer fashions designed by her.

Fashion experts predict that the Arizona school teacher—thousands of miles from the world's style centers—may dictate midday's warm-weather sportswear styles from coast to coast next year.

## IOWA-YALE GAME BRIGHT

IOWA CITY, Ia., Jan. 17 (UP)—The possibility of an Iowa-Yale football game in 1943 or 1944 was revealed here late yesterday by E. C. Schroeder, University of Iowa athletic director.

"The naming of Emerson Nelson, former Iowa grid star, as Yale football coach enhances the chances for an Iowa-Yale series," Schroeder said. "Negotiations, however, have just begun."

Schroeder also denied a rumor that Iowa would sign for a series with Fordham. "Jimmy Crowley has asked Iowa for a game, but the Hawkeyes aren't interested in playing the Rams in the near future," he said.

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