



ing the main entrance. The exhibition left. Armando d'Ans is the architect.

FAILS TO IDENTIFY 2 KIDNAP SUSPECTS

Katz Maid Confronts Men, Who Are Later Freed by Police

Two men, both supposed suspects in the kidnaping of 4-year-old Michael Katz, were brought to the Parkville Station in Brooklyn last night for questioning, but Lillian Beckett, a Negro maid in the Katz home, was unable to identify them as the men who took the child from her. The men, whose identities were withheld, were released at 1 o'clock this morning. The police had expected to make an arrest last night.

Although an official statement had been promised by 8 P. M. on the kidnaping of the child, son of Mr. and Mrs. George Katz of 3,827 Oceanic Avenue in the Sea Gate district of Brooklyn, who was returned Monday afternoon on payment of \$250 two hours after he was abducted, no such statement was forthcoming. After questioning the man for more than two hours, Captain Frank Bals left the station house with Inspector McDermott for an unannounced destination, saying there "might" be a statement "in a few hours." They returned about 11 P. M. and made no comment.

Earlier in the day two witnesses in the case were threatened by telephone and three hours after they reported this circumstance Captain Bals intimated the case would break soon.

Those threatened were Morris Drucker and his 18-year-old son, Solomon, who answered a telephone call in their candy store at 84

MY Times Feb 25
Pan American Air Liner Ends Its Cruise From West Coast as Baltimore Looks On
1439
DWARFS BERMUDA PLANE

Leg From New Orleans Flown in 6 Hrs. 57 Min.—Next Step Is to Start Overseas Service

By **FREDERICK P. GRAHAM**
Special to THE NEW YORK TIMES.

BALTIMORE, Feb. 24.—Regular passenger and mail service between the United States and Europe moved a step nearer realization when the Yankee Clipper, forty-two-and-a-half-ton flying boat of the Pan-American Airways, landed here this afternoon on its flight from the West Coast.

With the lazy grace of a gull, the giant four-engined craft that soon will start regular flights between this country and France and England settled on the waters of the harbor, into which the first of America's famous clipper sailing vessels was steered more than a century ago. The 1,157-mile flight from New Orleans to Baltimore, final leg of a cruise that started from San Diego, Calif., last Wednesday, was made in 6 hours and 57 minutes.

Captain Harold G. Gray, veteran Pan-American Airways pilot, his crew of eight, and nine air line and technical observers and two commercial radio men made the flight from New Orleans.

A crowd of 8,000 craned necks followed the flight when the clipper was sighted in the southwest. Small escort planes, resembling a covey of fledglings under the broad metal wings of the Clipper, attempted to keep pace with the larger ship as they passed over the hangar at the municipal airport.

Transport Lands at Same Time

During the next ten minutes, while a clipper of the same line landed on its regular run from Bermuda, the world's largest transport plane slowly circled the city. At 3:08 P. M. she stuck her nose into a brisk wind and slowly settled to the harbor. In less than five minutes she had taxied to her mooring place in Colgate Creek, and was discharging her passengers and crew.

Weather conditions from New Orleans to Baltimore were "perfect," the crew reported. For a part of the distance a tail wind stepped up the speed. From New Orleans the plane slanted across the Gulf of Mexico and passed over Pensacola, Fla., and Savannah, Ga. Upon reaching the coast it followed the coast line north. At all times throughout the last leg of the flight, Captain Gray said, he could have put the big ship down on the water had it been necessary.

Thanks to the helping wind, the speed average about 175 miles an hour. The flight was made at an average altitude of 5,000 feet, and only once, when Captain Gray sought more favorable winds near Cape Hatteras, did it go as high as 10,000.



Professor Dana G. Munro

Special to THE NEW YORK TIMES.

PRINCETON, N. J., Feb. 24.—The resignation of Professor De Witt Clinton Poole from the directorship of Princeton University's School of Public and International Affairs, a position he has held since the establishment of the school in 1930, was announced today by Dr. Harold W. Dodds, president of the university. Professor Poole will be succeeded by Professor Dana G. Munro, chairman of the department of history, Dr. Dodds announced.

The university president said Professor Poole had resigned to "give needed attention to urgent personal matters," but intimated he would continue as chairman of the advisory board of the school.

A graduate of the University of Washington and the George Washington University Diplomatic School, Professor Poole has held counselor positions in the Berlin, Paris and Moscow and American Embassies.

Before joining the Princeton faculty in 1932, as Professor of Latin-American History and Affairs, Professor Munro spent fourteen years as regional economist, economist counsel, first secretary of the legation and chief of the Division of Latin-American Affairs, and Minister to Haiti.

MRS. OLIVER ISELIN IN RENO

Wife of New York Banker Takes Residence in Nevada

Special to THE NEW YORK TIMES.

RENO, Nev., Feb. 24.—Mrs. Beatrice Flagg Iselin, wife of Oliver Iselin of New York, has taken up residence here. She has a daughter with her.

Mr. and Mrs. Iselin were married in 1912. He is a son of the late Mr. and Mrs. William E. Iselin, and she a daughter of Mrs. John Turner Atterbury of 1,120 Fifth Avenue. They have three children, Mrs. Beatrice Iselin Crawford, Oliver Jr. and Audrey Alice Iselin.

Sum He Kept in Home for Night Against Rules Is Seized by Four Hold-Up Men

HE BATTLED ASSAILANTS

His Glasses Knocked Off, Then One Thug Seized Loot and All Fled in Car

Four armed men railed a United States customs inspector from his Brooklyn home yesterday morning and robbed him on the street of a briefcase containing \$8,000 in customs receipts which he had collected Thursday night from passengers on the incoming Queen Mary and had kept overnight in his home in violation of a department rule.

It was the first time that a customs inspector has been robbed of government money in New York City, and the affair left officials of the department bewildered and little embarrassed.

The victim was John Picasso, 59 years old, of 200 St. Johns Place Brooklyn, who has been in the customs service for more than thirty years and has an excellent record according to his superiors. On Thursday night he was acting as a customs teller on the Queen Mary supervising a group of other customs employes working on the ship and receiving their collections. He finished about 6 o'clock and went home with the money.

Notices a Tan Limousine

Yesterday morning at 8 o'clock he left his house to take the money to the Custom House in Manhattan. He was heading for the Eighth Avenue subway station near his home when he noticed a tan limousine behind him. He said he did not become suspicious at the time. On St. James Place near Fulton Street three men jumped from the car and pounced on him with drawn revolvers.

"This is a hold-up, give us the bag and make it snappy," one of them said, according to Picasso. He said he struggled with them and they tried to shove him into the automobile. His glasses were knocked off and when he reached for them one of the men grabbed the brief case and they all jumped back into the car. A fourth man was at the wheel waiting to be off. They escaped.

The police later found an abandoned car which Picasso thought resembled that used by the robbers. It was found at Lefferts Boulevard and Franklin Avenue and proved to be a car stolen from a resident of Manhattan on Feb. 18. It carried plates registered from a false address.

Reports to Police Station

Picasso went immediately to the Classon Avenue police station and reported the hold-up. He told the police that the men seemed to be of foreign extraction.

Gregory W. O'Keefe, Assistant Collector of Customs, admitted that Picasso's action in taking the money home and keeping it there overnight was a matter of embarrassment.

a man with a gruff voice had assured that "Drucker" was... he said:
"You better shut your trap if you know what's good for you."
The Druckers, who told the police about two men and a child they saw near their store, went to the Clinton Street station, where they were assured of protection.

CASH KIDNAPPER EXECUTED

McCall in Statement Before Death Denies Slaying Boy

RAIFORD, Fla., Feb. 24 (AP).—Franklin Pierce McCall went to his death today protesting he was innocent of the slaying of 5-year-old James Bailey Cash Jr. and asserting he had been made a martyr. He admitted in open court at Miami last June that he kidnapped the boy from his bed at Princeton, Fla., on May 29 and collected \$10,000 from the distraught parents after the child was dead.

All along McCall insisted he had not intended to kill the lad. He said he held a handkerchief over the boy's face, apparently smothering him.

The 22-year-old minister's son was strapped into the electric chair at the State prison farm here soon after 11 A. M., and was pronounced dead at 11:16.

McCall walked to the chair with a firm step and read a statement from a handwritten manuscript while attendants fastened the straps to his legs.

"Judas Iscariot sold Christ for thirty pieces of silver," he said. "It would be interesting to know how much some one got in this case."

He added he did not believe in capital punishment "because it does not deter from crime."

McCall said, however, he preferred death to another year of "unjust imprisonment."

HARVARD GETS DR. PRAGER

German Astronomer Will Join Research in Variable Stars

Special to THE NEW YORK TIMES.
CAMBRIDGE, Mass., Feb. 24.—Dr. Richard Prager of Potsdam, until recently of the University of Berlin, a leading astronomer of Europe, will arrive here Sunday to join the staff of the Harvard College Observatory in a two-year program of research on variable stars. Dr. Harlow Shapley, director of the observatory, said tonight that Dr. Prager, an astronomical bibliographer, for many years had been responsible for cataloguing variable stars.

Dr. Prager will join a group subsidized by Harvard's Milton Fund in analyzing light variations of the two or three thousand brightest variable stars.

Polly Adler Pays Tax Debt

Polly Adler, convicted operator of disorderly houses, settled an old debt to the government yesterday by paying off an income tax lien for \$12,425 which has been on file against her since last June. The lien covered unpaid taxes from 1927 to 1930, inclusive.

Everything about and on the plane functioned perfectly throughout the trip, Captain Gray told reporters.

"You can surely quote me," he laughed, "she is the best airplane I have ever flown."

The crew and others making the flight were met by Mayor Howard W. Jackson and a delegation of city officials and business men.

The crowd shared the Mayor's amazement. The twenty-one-ton Bermuda Clipper, which had just landed, was moored close enough to the transatlantic plane to make comparisons unavoidable.

A party of newspaper men were taken aboard soon after the plane was moored, and the boat was viewed from tail to nose. The wing span is 152 feet and the overall length 109 feet. Four 1,600-horsepower Wright twin-row Cyclone engines turn fourteen-foot three-bladed Hamilton propellers, and a catwalk through the leading edge of the wing makes all the engines accessible to mechanics during flight.

The interior of the boat is divided into two decks. On the first, which contains a "bridal suite," a dining and smoking room, a bar and a lounge, there are seats for seventy-four passengers. These seats can be made into berths for forty-two persons when the plane is making a night hop.

The second, or "flight" deck is devoted entirely to baggage and to the crew. It is just about the size of the entire passenger space on the twenty-one-passenger airplanes that fly domestic airlines in this country.

In the very nose of the ship are seats for the pilot and co-pilot. Most of those who visited the ship noted the small number of instruments on the board for the two men to check. The reason for this was a second area to the rear, where the flight engineer has charge. There the dials and meters are arranged for easy visibility.

On another side of the flight deck is a navigation desk, comparable in size to a family ping-pong table, and to one side of this a desk for the captain. Behind this room are several compartments for storing baggage. A carpeted stairway joins the first and second decks.

The plane, which is one of six built for Pan-American Airways service in both the Atlantic and Pacific, has a top speed of about 180 miles an hour, a cruising range of 4,275 miles and a cruising speed of about 150 miles an hour.

As one stepped from the plane to board the launch, he was brought back to a world seemingly more real by two mooring lights hung from the tips of the wings. For despite all the advances of engineering, and the almost unbelievable ingenuity that had designed and built the huge craft, the mooring lights were of the old kerosene variety which one associates with a railroad flagman.

Tomorrow the clipper will be rolled into the recently completed \$600,000 hangar for inspection. The apparatus on which it is rolled up the ramp from the water was tested yesterday. Following the check-over the plane will be launched again, and probably will make several "courtesy" flights.

On Thursday it will be flown to the naval air station at Anacostia, where Mrs. Franklin D. Roosevelt will dedicate it.

er, is vice president and director of William Iselin & Co., Inc., of 357 Fourth Avenue; a director of the Southern Railway Company, the Waypoysset Manufacturing Company and the Woodside Cotton Mills.

During the World War he served as an ensign in the navy. He was graduated from Harvard in 1911. His clubs include the Harvard, Racquet and Tennis and Piping Rock. The family residence is in Westbury, L. I.

FIRE HALTS FERRY TRAFFIC

Vehicles Forced to Return Here by Blaze in Jersey City

JERSEY CITY, N. J., Feb. 24.—Traffic on the Erie Railroad ferry between here and New York City was tied up for almost three hours tonight when fire swept the interior of the four-story maintenance of way building of the Erie at Pavonia Avenue and Kelson Street here.

The blaze, believed to have been caused by a discarded cigarette, spread to another railroad building used for storage at 116 Pavonia Avenue, but the flames were confined to the third and fourth floors. Damage to the two buildings was estimated unofficially at \$4,000.

Many trucks and automobiles which had been ferried from Manhattan were taken back there because they could not pass over the hose lines on Pavonia Avenue. Several milk trains on their way to the Erie Terminal also were halted and had to be re-routed into the terminal. Two firemen suffered minor injuries.

COLUMBUS RELICS HERE

Locketts Containing Dust of the Discoverer Come From West

NEWARK, N. J., Feb. 24.—A crystal locket and a crystal and gold cross, described as containing bits of the dust of Christopher Columbus, arrived at Newark Airport today from Los Angeles.

The two relics were being transferred from the vaults of the Bank of America in Los Angeles to the Guaranty Trust Company of New York by the owner, Mrs. Laura Treadwell of New York and Los Angeles.

It was said the fragments were previously in the Library of Congress in Washington before being shipped to Los Angeles and that they would be held here until Mrs. Treadwell could build an appropriate shrine for them somewhere in the East. The two locketts were willed to Mrs. Treadwell by her brother, the late John Boyd Thacher, twice Mayor of Albany and an authority on Christopher Columbus.

Montana Divorce Veto Upheld

HELENA, Mont., Feb. 24 (AP).—Montana's bid for the country's divorce business collapsed today when the House of Representatives refused to override the Governor's veto of a measure lowering residence requirements for divorce seekers to thirty days. A two-thirds majority was necessary to override the veto.

On that," he said, "our record." He also admitted that a ni depository is provided for inspect working on ships at night. would not say whether or not ciplinary action would be taken the case. He did, however, re to Picasso's general record in ter of highest praise.

Although the customs inspect are ordinarily armed, Picasso not have a revolver on him at time of the hold-up. He pas several hours looking over pictu in the Rogue's Gallery at Poi Headquarters yesterday but v unable to identify any of them.

TWO GUILTY OF MURDER

Brooklyn Slayers Are Remanded to Await Death Sentences

John J. Keough, 33 years old, 39 Charles Street, Manhattan, and Anthony Lategano, 29, of 50 La Street, Brooklyn, were convicted first-degree murder yesterday by jury in Kings County Court before Judge John J. Fitzgerald. They were remanded to Brooklyn Prison to await mandatory sentences of death in the electric chair.

They were tried for the shooting of James Heany, proprietor of a speakeasy at 96 Flatbush Avenue Extension, Brooklyn, during an altercation on June 19, 1933. Two years ago to the day, Keough a former inmate of the Matte State Hospital for the Insane, was previously convicted of the Heany slaying and obtained a reversal of the conviction by the Court of Appeals.

Elevator Man Now a Lawyer

DALLAS, Feb. 24 (AP).—Albert Morris, 29, who for eight years has run elevators for Federal judges here, has won the right to practice before them. Morris began going to night law school in 1933. In 1937 he got his degree. Judge T. Whitfield Davidson admitted him to practice in Federal court this week, and Morris plays with dance orchestras at night.

Irish to Dance on April 14

Friday, April 14, was selected the date of the annual dance of the Federation of Irish Societies of New York at a meeting of representatives of fourteen member organizations last night at the Hotel Commodore. The dance will be held at the same hotel.

IF YOU HAVE A DURING THE

IT will pay you to it with The New Information Bureau centrally located convenience of drop a note to The New York Times

