A CORNER IN ANCESTORS.

The Browns Descended from a "Worthy" of England—A Religion Founded by a Member of the Family.

(By Eleanor Lexington.)

The Brown family traces its lineage to Christopher Brown of Hawkedom, Suffolk county, England, and through him to the ancient family of the borough of Stamford in Lincolnshire, which was the seat of the Brown family for 400 years and more.

The oldest son of Christopher Brown, for services rendered to the king, could appear with his head covered in the presence of the king, his heirs and successors, and of all great men, lords spiritual and temporal, and all other persons whomsoever of the kingdom. He ranked as one of the "worthies" of England.

One of the principal ornaments of Stamford is All Saints' Church. This was built by John Brown, who, with his wife, is buried there. A steeple was added to the church by thier son, William. A brass plate commemorates the fact and records that William Brown was a merchant of a "very wonderful richness." He was also alderman, sheriff and the founder of a hospital bearing the name. This was built in 1493 and liberally endowed by the founder. It is still flourishing, and in the chapel may be seen the marble figures of William Brown and his wife, he in a long gown and she in elegantly flowing robes, with a dog at her feet.

A certain Captain Pelig Brown married Mercy Denison, whose father, Captain George Denison, was wounded at the battle of Naseby. He was carried into the Castle of Bowadil where, in true romantic, mediaeval fashion, being nursed by the daughter and heiress of the house, Anne, he loved and married her. Her dowry was as many pounds in gold as her weight, which was ninety.

Among early settlers in America of the Brown family was John Brown, of Hawkedom, a descendant of Christopher Brown, who was born about 1601. He arrived in the Lion, in 1632, and settled in Watertown, Conn. Thomas Brown and his brother, Rev. Edmund Brown, were born in Burystreet, Edmunds, Suffolk, England. They came to New England in 1637, and were among the original proprietors of Sudbury, Mass., to which they gave its name. "The name, ordered by the court, is that of an old English town in the county of Suffolk, near the parish of Burystreet, Edmunds."

Edmund Brown was the first minister of the church of New England, Sudbury, and one of the most distinguished clergymen of the time. He had a large library for those times, numbering 1[illegible] volumes. He owned about 300 acres of land, and his house, called in his will "Brunswick"—"the house by the stream" was of "ample dimensions, two stories high and well furnished." He left $500 to Harvard college.

The college grounds of Brown University, Providence, comprise a large portion of the home lot of Chad Brown, who, with his wife, Elizabeth, and sons, came from England in the ship Martin, in 1638. He was a surveyor.

Another immigrant Brown was George who was born in Leicestershire in 1648. In 1679 he received a patent of land in Bucks county, Penn., from Sir Edmund Andre, the American agent of the Duke of York.

William Brown and his brother James, both born in Nottingham, came to this country in 1682. William was a muchly married man—he had four wives. It is related of him that "he suffered much from conscientious scruples in divers matters."

The religious denomination called Brownists was founded by Robert Brown. It is now represented in church organization and government by the various denominations of Congregationalists.

Another member of the family to win renown was General Jacob Brown, who distinguished himself in the War of 1812. He was born in Pennsylvania in 1775, and died in 1828. At the time of his death he was commander-in-chief of the army. His portrait now hangs in the City Hall, New York. After the close of the War of 1812, while visiting New York, the freedom of the city was offered him. It was said of him that no enterprise he undertook ever failed.

It seems that there is some Brown money in England awaiting heirs. It is a matter of £250,000, or about $1,000,000. It belongs to the heirs of Sir Anthony Brown, knight, standard- bearer of England, and to whose heirs forever Henry VIII. gave divers lands and manors in Sussex. Sir Anthony died in 1568. He left a son, also Sir Anthony, who was created Viscount Montague, whose first wife was Jane, daughter of the Earl of Sussex. His second wife was Margaret, daughter of Lord Dacre. No heirs to the property can be traced in England. The property, therefore belongs to the descendants of the younger brothers of Sir Anthony, William and George Brown, who came to this country. A Brown association was formed in this country a few years ago for the purpose of looking into this matter, and church records in London, Midhurst, Ripley and Lancashire have been examined. It is also necessary to look up all wills in the name of Brown from 1550 to 1750. As to the spelling of the name in most early records it was spelled with a final "e"; but that has since been dropped by nearly all who bear the name.

LIGHT ON THE SOUL

Dr. Hall, in Thomas Course, to Discuss Its Development.

To-morrow and Tuesday evenings the eighteenth course of lectures at Richmond College on the Thomas endowment foundation will be given. G. Stanley Hall, Ph. D., LL. D., president of Clark University, Worcester, Mass., is to deliver the two discourses, and his theme will, of course, be "Psychology." The subjects are:

Monday—"The New Psychology: Modes of Studying it, and New Ideas of the Soul."

Tuesday—"The Development of the Soul in Children, Animals and Primitive Races, and Its Educational Lessons."

The lecturer is a recognized authority upon all questions of psychology. After extensive studies in America and Europe, he organized the department of psychology and pedegogy in the Johns Hopkins University, and introduced a memorable departure in modern education.

As president of Clark University, he directs the most extensive psychological investigations in America. He is distinguished as an anthor, and his scientific publications include more than sixty titles.

Admission until 8:10 will be by ticket. The discourse will begin at 8:15.

CHARTERS RECORDED

Five Came Yesterday to Office of Secretary—To Grant Charters.

The courts can no longer grant charters after Tuesday. This power is from that time vested in the Corporation Commission. Quite a number of small charters have recently come in to be recorded by the Secretary of the Commonwealth. Five came yesterday:

The Colonial Company, of Harrisonburg, Building and Loan Association. Capital, $5,000 to $50,000.

Norfolk Land Company, of Norfolk; to [illegible] improve real estate. Capital, $1,500 to $25,000.

Giles County Lumber Company, of Southampton county. Capital, $50,000 to $100,000.

The Hoffman Hall Southern Domestic Training School, of Petersburg. Capital, $500 to $5,000.

Richmond Mining Company, of Richmond; to buy and sell real estate, especially mining lands, and to sell ores. Capital, $5,000 to $25,000.

COMBINE OF WOODEN DISH MANUFACTURERS

(By Associated Press.)

NORFOLK, VA., March 28.—Representatives from eight States met here to-day and formed a combine of almost all the wooden dish manufacturers in the country.

The States represented at the meeting were Virginia, North Carolina, Maryland, Delaware, New Jersey, New York, Vermont and Ohio.

The meeting was the outcome of a preliminary conference held a few days ago in New York, and was primarily to regulate prices, but at the same time several plans which are expected to result in the trades' betterment were adopted.

By to-day's proceedings M. R. Bolden, of New York, a wealthy manufacturer, was put at the head of the combine.

The plants represented at the meeting have an annual output, it is said, of more than one hundred million pieces a year.

DIPHTHERIA EPIDEMIC ON TWO RECEIVING SHIPS

(By Associated Press.)

NORFOLK, VA., March 28.—Twenty cases of diphtheria have developed at the Norfolk navy yard among the 1,500 landsmen stationed there on the receiving ships Franklin and Richmond.

The presence of the disease has been kept quiet, but leaked out by both of the receiving ships being placed in quarantine.

PRIZE-FIGHT RETURNS

Special Wire to Be Run Into Sparks & Black's.

The Corbett-McGovern fight in San Francisco on Monday night will be received by rounds over a special wire at Sparks & Black's. The preliminaries will also be given, and the interest in the result of the fight is so great here that many bets are being made. McGovern is the favorite, but small odds are being given.

The receipt of the returns will be under the management of Mr. Jim Bacigalupo, a well-posted sporting man.

Little Rock Races.

(By Associated Press.)

LITTLE ROCK, ARK., March 28.—The Little Rock meeting which closed to-day was a record-breaker in the matter of attendance. The feature event of the closing day was the Anheuser-Busch Selling Stake, which was won easily by Nearest, who closed favorite in the betting. Summary:

First race—purse, two-year olds, half mile—Matt Wadleigh (15 to 1) first, Comoro (11 to 5) second, Don O'High (3 to 5) third. Time, :50 1-2.

Second race—six furlongs, selling—Boomerack (2 to 1) first, Joe Buckley (8 to 5) second, Dr. Kemmerer (7 to 1) third. Time, 1:16 1-2.

Third race—mile—Tancred (1 to 4) first, Paramount (3 to 1) second, Josette (7 to 1) third. Time, 1:40.

Fourth race—Anheuser-Busch Stakes, selling, mile—Nearest (4 to 5) first, Flaneur (12 to 1) second, St. Tammany (even) third. Time, 1:44.

Fifth race—selling, mile—Kaffir (2 to 1) first, Our Lady (4 to 1) second, Chickadee (15 to 1) third. Time, 1:44 1-2.

Sixth race—mile and a sixteenth, selling—Chorus Boy (2 to 5) first, Fonspray (5 to 2) second, Blanco (8 to 5) third. Time, 1:51.

Miners May be Punished.

(Special to The Times-Dispatch.)

GREENSBORO, N. C., March 28.—A committee of saloon keepers waited on the Board of Aldermen last night and secured the adoption of an ordinance making it a misdemeanor for a minor to buy liquor. As it is against the law to sell liquor to minors, and the saloon keepers here are sometimes deceived as to the age of the purchaser, they desired this law as a protection.

STORR LED WITH ANDERSON NEXT

Splended Shooting Yesterday at the North - Side Gun Club.

With just enough of coolness in the air to make it fine breathing with the fragrance of the apple and peach blossom sending spring messages from the country so the suburban shooting grounds, with the genial E. H. Storr, of Baltimore, a champion "saucer smasher," with the "scatter gun"—these were the drawing cards to bring together one of the largest crowds of the year at the opening shoot of the Northside Gun Club yesterday afternoon.

Many were the congratulations to the committee, Messrs. McLelland and Brauer, on the handsome appearance of the grounds, and the beautifully painted shooting box. There is also, for convenience, a foot-stick, crossing the battery, with a revolving turngate at the entrance of the shooting grounds, and no club can boast of better facilities.

The shooting as a whole was good, and Storr, as was expected, led the boys at a rapid pace. He easily accounted for 69 out of his 75 targets, only dropping 6 birds, while Anderson was a close second, dropping but 9 targets.

The programme was divided into four events, two 15 target events, one 20, and one 25 target event.

This club has some good shooters, and some time during the season a match will be arranged between teams of the respective clubs.

The scores were as follows:

Events.	Targets.	15	15	20	25
E. H. Storr		14	15	18	22
P. J. Flippen		10	9	8	15
J. A. Anderson		12	14	18	22
G. W. Tiller		10	10	16	..
Brown		10	9	12	17
J. W. Brauer		6	10	..	17
McLelland		12	10	..	22
C. Johnson		10	14	..	21
Neuhour		9	6	..	12
B. W. Jones		12	12	..	20
A. J. Martin		12	8	..	16
McLelland		12	10	..	19
Hazelgrove		8	6	..	8
Allison		11	8	..	10
S. Burnett		12	11	..	18
"U. D. M."		12	9	..	14
E. L. Tiller		7	6	..	16
Woodcock		13	11	..	17
Janowski		8	9	..	12
J. R. Jones		12	5	..	4
Ford		8	11	..	16

SANDS WON SOUTHERN CROSS CUP 3 UP, 2 TO PLAY

(By Associated Press.)

AIKEN, S. C., March 28.—It was an ideal day at the Palmetto golf links to-day, and very fine golf was played in the finals for Southern Cross cup between Wright and Harold Sands. A large gallery followed the players around. Mr. Sands won by three up and two to play.

In the consolation cup event, the finals between J. C. Tapp and Samuel Bates was played, and Mr. Tapp won by two up and one to play.

Clears the Situation.

(By Associated Press.)

NEW HAVEN, CONN., March 28.—The action of President John M. Hall, of the New York, New Haven and Hartford Railroad, in inviting the grievance committee of the trainmen of the system to another conference on Monday and agreeing that Valentine Fitzpatrick, third vice-grand master of the trainmen's national brotherhood, shall take part in the conference, is believed to have cleared for the present, at least, what was fast becoming a very critical situation.

Memphis Meet Opens Monday.

(By Associated Press.)

MEMPHIS, TENN., March 28.—The spring meeting of the Memphis Jockey Club will begin next Monday. Every stall is filled and the highest class fields seen here for years will contest for the stakes and purses. The Montgomery Handicap, at a mile and a sixteenth, is the stake feature for the opening. McChesney, the favorite in the future books, is a sure starter.

THE TREATY APPROVED

Cuban Senate Agrees to All of the Amendments.

RATIFICATION BY CABLE

President Roosevelt Will Now Call an Extra Session of Congress So That Reciprocity May Become a Reality as Soon as Practicable.

(By Associated Press.)

HAVANA, March 28.—The treaty of reciprocity between Cuba and the United States, as amended by the Senate of the United States, was approved at 8 o'clock to-night in the Cuban Senate by a vote of 12 to 9. This approval is absolute and is not hampered by any conditions, the questionable time-limit amendment having been dispensed with through the receipt of the cable message from Secretary Hay, in which it was positively declared that President Roosevelt would call a special session of Congress prior to December 1st. The purport of this assurance was transmitted to the Senate by President Palma and read at the beginning of the session, an understanding having been reached previously with Senators Bustamonte, Capote and Dolz, composing the majority of the Foreign Relations Committee. This was done by the offering of amendments by other administration Senators substituting the unconditional adoption of the amendments to the treaty by the American Senate for the qualified acceptance contained in the original report.

Final action was delayed for a long time by the discussion of an amendment offered by Senators Sanguilly, Tamayo and Recio, requiring the House to pass upon the treaty. This was voted down—5 to 15. An amendment to or a substitute for the committee's report was then offered by Senators Erias, Monteagudo and Betancourt. This approved and ratified all the amendments of the Senate at Washington, and recommended the Cuban Legislature to take action conducive to obtaining effective reciprocity as soon as possible. To this substitute report was added the following:

"This recommendation must be not taken as an amendment to or modification of the treaty."

RATIFICATION BY CABLE.

The vote was taken separately on each section of the substitute report. The vote on the unconditional ratification of the treaty was 12 to 9; on the recommendation to the executive it was 11 to 9.

The present session of the Senate then adjourned. The ratification will be exchanged by cable.

United States Minister Squiers said this evening to the representative of the Associated Press:

"The ratification of the treaty without amendment is due almost entirely to the assurances given by President Roosevelt that he will call an extra session of Congress before December 1st. This action of the President will be appreciated and accepted by the Cuban Government and people as an additional evidence of most sincere friendship and interest on the part of the American people, in whom they have ever had unbounded faith and confidence."

RAILROAD CONFERENCE

Crewe's Delegates to the International Meeting in Topeka.

(Special to The Times-Dispatch.)

CREWE, VA., March 28.—The following delegates have been appointed to attend the International Railroad Conference to be held at Topeka, Kan., April 30th to May 5th: G. W. Robinette, J. E. Andrews, J. W. Wheary, Captain W. J. Sowers, C. C. Williams, T. O. Webster, E. W. Payne, B. N. Waterhouse.

The business people of the town are endeavoring to start up a weekly newspaper. Several parties have become interested. Among them are gentlemen from Columbus, Ohio.

Now that the business interests of the town are increasing and the general wave of prosperity is upon us, a weekly paper has become a necessity.

There is a rumor afloat that the machine shops of the Norfolk and Western are to be added to and that new machinery will be put in at an early day.

A lively interest is being excited just now over the electric lights. There are two parties negotiating with the Council, which meets at an early day, to adjust matters.

CLAYTON DIXON WON CHAMPIONSHIP CUP

(By Associated Press.)

ST. AUGUSTINE, FLA., March 28.—Clayton Dixon made a grandstand finish in the winter championship golf tournament, which ended on the St. Augustine Club's links this afternoon. McElee was his opponent, and the thirty-six holes final for the winter championship was nip and tuck. At the end of the eighteen holes, morning play, the share hole was in McElee's favor.

Interest was keen for the afternoon play. Toward the close Dixon forged slightly ahead. He won the thirty-fifth hole by a put, and by halving the thirty-sixth won the match and the winter championship cup, most to be desired of all the trophies. The runner-up cup goes to McElee.

FIVE THOUSAND SAW THE RACES

(By Associated Press.)

WASHINGTON, March 28.—Fully 5,000 people to-day witnessed the Chevy Chase Hunt Handicap Steeplechase, gentlemen riders, and entries limited to those which have hunted to the Chevy Chase hounds in 1902-'03 It was the society event of the meeting. The race which was very exciting, was won by Mr. Dion K. Kerr on Joe Leiter. Only two favorites won in the regular events. Summary:

First race—six furlongs—Illyria (10 to 1) first, Demurrer (2 to 5) second, Dr. Saylor (7 to 1) third. Time, 1:14 1-5.

Second race—four and one-half furlongs—Race King (11 to 10) first, Petunia (11 to 10) second, Judge (10 to 1) third. Time, :55 2-5.

Third race—Chevy Chase Handicap, steeplechase, two and a half miles—Joe Leiter (4 to 1) first, Jacobel (10 to 1) second, Royal Stagg (3 1-2 to 1) third. Time, 6:00.

Fourth race—steeplechase; selling; two miles—Gold Ray (20 to 1) first, Gum Hony (even) second, Kate Spotswood (6 to 1) third. Time, 4:19.

Fifth race—selling; six furlongs—Mrs. Frank Foster (4 to 1) first, Alan (8 to 5) second, Orloff (4 to 1) third. Time, 1:13 4-5.

Sixth race—mile and hundred yards—Yellow Tail (7 to 5) first, Early Eve (4 to 1) second, Athelrow (2 to 1) third. Time, 1:47.

MOGULS ALL POWERFUL

They Can Pull Anything on Wheels, Run Too.

FAVORITE TRAIN OF ALL

It is Not Handsome, Only Coach and Engine Long, But Carries the Cool Cash—Wrecking Train Like Cold Souse.

(W. M. Bickers.)

It is hardly necessary to say that these articles are not even remotely intended as dissertations upon railroading in general or in detail, but rather as brief sketches of different phases of the service for the general reader, and with no particular view to connectedness.

There has been a steady advance in the matter of increased engine capacity. The mammoth freight locomotives can now handle in a single train as much tonnage as it would have required several engines to haul a few years ago. And this advance in train tonnage capacity has not reached its limit. Longer side-tracks, rock-ballast road-bed, heavy rails and other improvements keep pace with this ever-increasing tonnage ratio. It is a matter of business necessity. The great railways must keep up with the commercial prosperity of the country.

The constant improvement in passenger engines and coaches is equally as noticeable. The age not only demands ample and comfortable traveling accommodations but rapid transit as well. The stacks that pull palatial trains must be fast-flyers. Happily, the inventive genius and scientific acumen of the day has kept abreast of the popular demand in this regard, and safety is not necessarily sacrificed to speed—we have both.

We are nearing the opening of the spring and summer excursion season. The excursion is an "institution" very much beloved by the public, but not particularly popular with the train-dispatcher and the freight crews, although these subjective knights of the wire and rail treat them with the greatest respect and attention. The dispatcher has to work harder and the freight have to side-track oftener, but all realize that the excursion is a popular necessity and without a revenue-producer for the railroad company. "Going on an excursion" is a genuine pleasure that attracts the folks, and the attraction is not limited by "race, color, previous condition of servitude," age or sex. The chartered excursions are run either as sections of a regular passenger train or as "specials." If, for example, an excursion is chartered to leave at 8 o'clock and a regular passenger train is due to leave at 7:50, the latter will "carry signals" for the excursion, these signals signifying that a train is following with equal rights of the rail. If the excursion is chartered for a leaving time which is ahead of the schedule time of a regular passenger train, it is run on a "special schedule," which is an arrangement of figures designating the time at each station and specifications as to over what regular train it has right of way, all these trains being provided with a copy of the special schedule order and their understanding recorded before the special is allowed to proceed. As a rule all railway companies give their regular passenger trains precedence over these excursions and give the latter a clear track over the freight. The handling of these trains is marked with a superb degree of painstaking care for safety and comfort.

The train of exceptional beauty and popularity in the realm of the employe is the shortest train that goes over the rail. It has only one coach, and while a neat one, it does not begin to approach in excellence of exterior design and finish many another car, that daily gracefully glides along the gradient. It is not infrequently handled by an ugly freight "compound." But this is an attractive train, par excellence. Its rumblings make music. Every employe of the division knows when it begins its journey, whence it comes and whither it goath. It contains a strong box. Within its portals is a roll of the employes and a statement of how much "time" they made during the preceding month. Ah! it's the pay train! Verily, and who shall wonder that it is a "thing of beauty and a joy forever" to the faithful ones who give their honest toil of brain or muscle for the commodity it dispenses? The pay train runs "on time" on first-class roads, and there is no cause for impatience. The time-keeper makes up his rolls from certified data; these rolls are carefully inspected by the proper officials; the cash is drawn from the bank and placed in the car; the paymaster, his assistant, a guard, a cook and a porter get aboard; the conductor gets his orders and the start is duly made. This important train stops wherever there is an employe to be paid, and the prompt payment of one is of equal importance as that of another. To pay off a large number of employes expeditiously and with entire and absolute correctness requires a level head and good poise. Mr. John Hancock, of the Chesapeake and Ohio, is widely known as a man who fills the bill most admirably. And there is no railway company more prompt and regular in paying its employes than the Chesapeake and Ohio, albeit there are others equally so, I dare say.

When the track is blocked the wrecking train requires a clear track. Everything must give it a wide berth. The cars containing the immense cranes and other wrecking appliances are always in readiness. The force of men who go with the wrecking outfit are requested to reside within a certain radius of the "home" of these cars, which are always located at division terminals. An engine is kept under steam, and when a call is made for the tool cars (as they are generally termed) the response is as prompt, comparatively speaking, as that of the men and horses in the fire department to the sound of the fire-alarm gong. Everything works in harmony—the dispatcher hustles to get out his orders, the chief, superintendent, train-master, division master, foreman, are all on the move. Meanwhile the chief dispatcher's operator is on a wire different from that the dispatcher is busily using, getting the detailed report of the trouble and its cause, estimate of damages, how long it will take to clear main line, etc., etc. If there are any casualities everything is subordinated to getting relief to the injured, the chief surgeon gets his department on the go, and everybody keeps busy until every possible effort has been exhausted to remedy the unfortunate conditions. A sine-qua non of up-to-date railroading is an ample wreck-relief complement, and an expeditious modus operandi in handling it. But this does not negative the adage that an ounce of prevention is worth a pound of cure, and it is not amiss to repeat in this connection a former statement that the paramount consideration with first-class railroads is safety—everything subordinated to that.

The railways have become more and more stringent in their requirements regarding the non-use of intoxicants. It is worth an employe's job now to become a tippler. Frequenting saloons on the part of men engaged in the handling of trains is prohibited. This is entirely right and proper. There is no avocation that demands sobriety more than railroading. For a common carrier, which has its franchise from the people, and undertakes for a consideration to convey passengers from point to point to countenance tippling or the frequenting of bar-rooms on the part of the employes, in whose hands lies the safety of the traveler, would be criminal, and grossly so. And the employe who would be guilty of a secret infraction of these rules, if detected, should be (as doubtless he would be) summarily dismissed, and the man in authority in any department, who though himself temperate and satisfied that he would never take "too much" or "too strong," invites the employe in for a social glass, should at least resign. This stringency on the part of the railway companies does not imply that they are temperance organizations per se, but rather that sound policy, self-interest as well as justice to the public demand it.

HAVE CORPORATIONS SOULS?

We frequently hear and see the term "soulless corporation" applied to railroads. There may be some such, but generally speaking, the criticism is unfounded and unfair. The railways have done more than anything else to develop and make great the land we love. The laws are generally exacting upon them. The public is oftimes suspicious of them when such suspicion would not attach to other business enterprises in the same circumstances. It seems to me that the public is paid by them for what they get. The railways are as public-spirited and charitable (in many cases far more so) as any other class of corporations. Many an instance might be cited to refute the indictment that they are "soulless," I dare say the archives of the claim departments of the railroads will vouchsafe the information that the railways are not more grasping and unjust than the public.

Railroading is sometimes referred to as a "slavish life." Well, it is necessarily exacting and has something of the military code in certain of its aspects. But "slavish" doesn't exactly express it. If it has its bereitments and hardships, what line of business has them not? Then there are compensations.

The "boot-lick," or fawner does not thrive in railroad life as a rule. Perchance there may be a few possessed of a little brief authority who prefer the sycophant to the unpliable manly man, but such are not indigenous to our section.

The best service results from those who, while in every proper sense are loyal to constituted authority and the interests of the concerns they serve, yet maintain their inalienable personality and never "bend the pregnant hinges of the knee that thrift may follow fawning."

Next week we will contribute the "owls" of the road.

BURDICK INQUEST

It is to Be Reopened by Judge Murphy To-Morrow.

NEW EVIDENCE FOUND

Hotel Employe Will Testify That He Heard Pennell Threaten to Kill Someone—Bought a Revolver and Displayed Nervousness.

(By Associated Press.)

BUFFALO, N. Y., March 28.—When the Burdick inquest is reopened on Monday morning by Judge Murphy, it is probable that other witnesses besides the New York hotel employes, who say they heard Arthur R. Pennell threaten to kill some one, will be called upon to testify. The new evidence brought to light to-day, like most of the testimony given during the inquest, has no direct bearing on the Burdick murder. Pennell is the central figure in the episode which has just been brought to the attention of the authorities, and they regard it as important as throwing light upon the condition of Pennell's mind on the morning following the murder.

In the interval between the time Pennell left the Iroquois Hotel barber-shop and that day, and the time he took a trolley car for Niagara Falls, the authorities learned to-day Pennell went to the house of C. E. Walbridge, on Main Street, and purchased a cheap bulldog revolver. Three men saw Pennell in the store that morning, saw him buy the revolver, and they say they noticed extreme agitation in his manner. E. W. Fox has charge of the arms department in Walbridge's and sold the weapon to Pennell, with whom he was well acquainted.

WAS VERY NERVOUS.

The two clerks in that department who saw Pennell and noted the strange behavior were W. S. Edmunds and Louis Boehler.

"Pennell entered the store about noon on the morning after the murder," said Mr. Edmunds to-day. "He walked hurriedly up to the east end of the store, where the revolver case is located and said to Mr. Fox, who was behind the counter:

"'Please give me a cheap revolver.'

"Mr. Pennell, while waiting for the revolver to be wrapped up, paced up and down in a highly nervous fashion, and wrung his hands. When the revolver was delivered to him he took it and hurried out of the store."

Pennell's actions were so unusual that after he departed, Mr. Fox said to Bechler and Edmunds:

"Did you notice how strangely Mr. Pennell acted? He seemed to be in a remarkable hurry."

It was after purchasing the revolver that Pennell went to the automobile factory at the city line and after he telephoned to his wife that he was going to Niagara Falls and requested her to join him there. Mrs. Pennell got ready at once and joined her husband at Niagara Falls late in the afternoon. She took with her the Buffalo papers containing accounts of the Burdick murder. It was stated in the papers that the police were working on the theory that the crime was committed by a woman. The woman theory, in fact, seemed to be universally accepted. Pennell remained at the Falls until evening, when he returned to his home in this city.

NEW STAR OF THE EIGHTH MAGNITUDE

Professor Turner of the Oxford Observatory Has Just Discovered One.

(By Associated Press.)

WILLIAMS BAY, WIS., March 28.—A telegram announcing the discovery of a new star of the eighth magnitude by Prof. Turner, of Oxford, was received at the Yerkes Observatory on March 27th. A spectroscopic examination of the star with the forty-inch Yerkes' telescope was made on the same evening by Director Hale and Mr. Ellerman with a direct vision spectroscope. Several strong bright lines, of which the hydrogren line was most conspicuous, were seen on the rather faint continuous spectrum. From the character of the spectrum there can be little doubt that the object is a genuine "new star" and not a variable, as was suggested in the telegram announcing the discovery.