

How Joe Lost His Arm.

On the Tombigbee river so bright I was born, In a hut made of barks of the bright yellow corn, And 'twas there that I met my Julia so true, And I rowed her about in my gumtree canoe, Singing, Row away, row o'er the waters so blue; Like a feather we'll float in my gumtree canoe.

The clerk of the Pretty Jane had a mel- low voice, and blended sweetly with it was little Jennie's childish treble.

He sat upon the deck of the little steam- boat, gazing around on the bright waters of the Tombigbee as the sun danced on them, gazing intently and smiling absently to himself.

He was a man about 30, and his right coat sleeve was empty and pinned upon his heart.

Little Jennie leaned upon his knee, start- ing him intently in the face in a way that children have. She pushed her broad brimmed hat back from her eyes so that she might stare the better. The hat was a queerly shaped palmetto structure, for this was in 1863, and clothes were at a premium. She was the child of one of the passengers, and between her and the clerk quite a friendship had sprung up.

"And did you sure enough meet your Julia here on the Tombigbee?" asked the child, stroking the empty sleeve with a pitying touch.

"Yes," said the clerk, roused from his reverie and smiling down on the eager little face; "I have often taken her rowing on the Tombigbee before the war, when I had my other arm."

"How nice!" said Jennie. "How nice! And in a gumtree canoe?"

"Well, I wasn't particular as to the kind of canoe, so it was a canoe," said he, smiling.

"And your Julia's name was Julia, but Mary Jane, after all," said the child.

"Yes," said he, "but she's just as sweet as if her name was Julia, though 'twouldn't fit in the song so well."

"No, you couldn't say, 'I rowed my Mary Jane so true.' 'Twould make the song too long-legged."

"True," said he, laughing, "but that makes no difference. I think of her while I sing it, so that it seems as if it was her name."

"Well, Mr. Perkins," said Jennie, "tell me why haven't you married your Julia, if you've been rowing her around in your gumtree canoe these ever so many years?" "You see," said the mate smiling, "my Julia couldn't make up her mind that she loved me till the war broke out and I vol- unteered; then she said directly she'd marry me, but it was too late then; I had to go off to fight."

"You had both of your arms then!" in- terrupted Jennie; you was born with 'em."

"Of course, child. Did you ever hear of any one born with one arm? Nature don't ever make no such cobbled, lop-sided work as that."

"Well, if you had both of your arms then, I don't see why she would not have you."

"Bless you child, everybody had plenty of arms then; that was no inducement to take a fellow then. But as I was saying, when she found that I was going to the war and might get killed, then she found that she loved me."

"She'd rather marry you than that you should get killed," said Jennie. "Yes, I think she ought, after you rowed her around in the canoe."

"You are right," said Perkins, laughing; but it was too late then. We agreed that if ever I got back safely when the war was over, we'd marry."

"Tell me now, how you came to lose your arm," said Jennie.

"'Twas in one of the great battles around Richmond that year. I had been in many fights before, but his was about the hottest. The enemy was bound to get the hill on which we stood, and we were holding on desperately. But at last the boys began to waver and give way. Then our colonel came out to the front, and the rest of our officers followed him, and they ran up and down the lines cheering up the men."

"Steady, my boys," said the old colonel; keep pouring it into them. Steady! Re-enforcements will soon be here! Never let it be said that the line broke where the Alabamians stood!"

"The whole air seemed black with shot and shell. A piece of one grazed the col- onel's cheek and the blood kept trickling down his face but he didn't seem to feel it. The firing grew so hot that the men seem- ed fairly moved down, and the line began to waver and break. Suddenly, clear on our right, there arose a tremendous yell. It grew louder and louder and ran down the line towards us. Then, at last, we saw a courier galloping down the line. I shall never forget how he looked. His black horse was all white with foam, and its flanks were bloody from his spur. He rode bareheaded down the line as if he bore a charmed life, and he kept waving his cap around his head and shouting something to the men, and as they heard him the wavering line rallied and sent up deafening cheers. Then he galloped by where we were and yelled:

"Rally, men! Rally! Stonewall Jack- son is in their rear and giving them su!"

"Then we cheered, too, until we were hoarse. The courier galloped on, and presently our officer shouted:

"Forward, men! Charge!"

"And away we went, down the hill and across a field, right toward the Yankee lines, yelling like Indians."

"I held the colors in my hand and I ran a little ahead. I didn't seem to have any feet; I seemed to fly, and the men followed me. Right toward the blazing line we ran."

"All at once I saw the colonel, who was riding by me, grasp the colors, for they were falling. I looked and saw that my hand, my shell-arm, was gone, and I had not felt it. I ran on, holding to my left hand."

"I can carry the colors yet, colonel," I

said. "I don't feel any pain."

"I ran on some 50 steps, when the blood began spouting from my shoulder. I dropped. Joe Ashe, one of the color guards snatched the flag and they all rushed on."

"I fell senseless. I never knew another thing till weeks after, when I woke up one day in Chimborazo hospital and found some funny looking ladies in black bon- nets that the boys called the 'sisters' bend- ing over me. If it hadn't been for their good nursing, I should have died."

"Perkins ceased. He had been so car- ried away by the interest he felt in his own narrative that he had gone quite beyond his auditor."

"But tell me, Joe," Jennie eagerly ask- ed—she had been impatiently waiting for an opportunity for some minutes—"tell me, did you ever find your arm that you drop- ped?"

"No; to be sure not. I never went to look for it."

"You couldn't fasten it on again, then?"

"Of course not, child. I am not a joint- ed doll."

"What a pity you couldn't!" said the child. "What a pity! And how do you manage to dress yourself and tie your cravat and shoes?" she asked, for she had been burning to make these inquiries ever since she had seen the one armed confed- erate.

"'Twas awkward at first, but I learned at last to do it with the help of my teeth."

"But how when you got old and lose 'em" said Jennie, who was of an investigating mind.

"Providence will raise me up some other way," he said, with a pathetic smile. "I'll have my wife to wait on me."

"To be sure, I forgot; Miss Mary Jane will. What did she say?"

"I got one of the sisters to write her for me, and I set her free. I said I wouldn't bind her to a poor cripple like me."

"And she said no, sirree! I s'pose," cried Jennie full of fiery zeal for her new friend.

"Something to that effect," said Joe smiling.

"She wrote me that she loved me more with one arm than she ever had done with two; that whenever I could get home she was ready." Here's Joe's eyes filled, and he gazed steadily in the water.

"Well, now, Joe," said Jennie, who was suddenly struck with a bright idea, "maybe if you would lose both arms she'd love you better and better."

"I believe I'm satisfied with what she feels now," said Joe, laughing.

"But why hain't you married?" continued Jennie, pursuing her investigations.

"Because I first had to get well, and then I had to get something to do. I had been a mechanic, and I couldn't work at my trade with my left hand. So Captain Ramsey gave me a place on his boat, and I've been trying to learn how to write, so that I can keep his books. I think I'm doing pretty well. See?"

He drew from his pocket a little blank book in which were scrawled divers hiero- glyphics, at which he gazed complacently.

"Why, yes," said Jennie approvingly. "There's a 't' with the cross mark, and there's a 'k' with his broken back, and that's an 'i.' I know him by his eyebrow. You see, I can read a little," she said proudly.

"So I see," said he, laughing and putting up his book. "Now, I must go. The sun has set. It is time for me to see after things for the night."

He stroked Jennie's curly head with his left hand and walked away, softly singing in his mellow voice, "My Own Mary Ann."

PAN-AMERICAN EXPOSITION.

[CONTINUED FROM PAGE NINE]

building is a near neighbor to the govern- ment building, and a few rods to the east is a stockade of the Six Nations of Indians whose ancestors dominated the territory of New York 400 years ago. This stock- ade contains all the various forms of build- ings to be seen in an Indian village prior to the settlement of New York. One of the pleasure trips within the Exposition grounds is the circumnavigation of the building upon a broad canal by means of launches which stop at convenient points. This canal, over a mile long, surrounds the main group of Exposition buildings. There are also wheeled chairs in abundance having noiseless rubber tires and easy springs, so that one may be as lazy and comfortable as he desires. A miniature railway also skirts the exposition fence and will be found convenient by many.

Press Headquarters. For the accommodation of the press at the Pan American Exposition the director general has arranged to set apart a build- ing now being constructed on the South Midway, near Venice in America and be- tween the Pergola and the Horticulture building and the restaurant, for the use of newspaper men. The building is a two story structure, and will be completed by May 20.

ILLUMINATIONS AT THE FAIR. Wonderful Displays Now Witnessed Every Night.

Night after night as the Pan-American Exposition grounds are illuminated, the admiration of the wondrous beauty of the effects obtained becomes more intense. It is recognized that a remarkable feat has been accomplished, and the public is free to admit that such glorious lighting effects have never been witnessed in any part of the world.

When one looks upon this venerable City of Light, it is hard to realize that the chance leaving of a Japanese fan in the

laboratory of Thomas A. Edison made the perfection of the incandescent lamp, with which the Exposition grounds are lighted, a possibility.

Edison had tried everything as a ma- terial for filament making. Just when he was seeking for new materials with which to continue his experiments, he ran across the old fan and taking a strip from one of the ribs, he carbonized it. The result was the long burning light that gives such beauty to the Pan-American Exposition.

This discovery of the material was fol- lowed by a search throughout the world for exactly the same kind of bamboo. In- to the fever-stricken swamps of the Ama- zon men pushed their way and have never since been heard from. Through the wild jungles of Sumatra, the rare material, which was to give the world this perfect light, was sought. Deep into the interior of Japan one man worked his way, and there the peculiar fibre was found.

Such facts as these are of great interest when the whole world marvels at such magnificent lighting effects as are now nightly witnessed at the Pan-American Ex- position. Before incandescent lighting was discovered, it was impossible to make the evening opening of great expositions a success, and the thought arises, would there have been a great spectacular, electrical Pan-American Exposition if that old fan had not then left in Edison's workshop?

One of the most effecting pieces of illum- ination to be seen upon the grounds of the Exposition—always excepting the Electric Tower—is the Temple of Music. This building is situated in the southwest of the Court of Fountains, having this great court with its surrounding buildings on the one side, and the west wing of the Es- planade with the Graphic Arts, Horti- culture, and Mines Building on the other.

All these structures are brilliantly illum- inated at night, and the Temple of Music, with its octagonal form and its dome and with other elaborate architectural features, constitutes a most effective part of the illuminations at this point, for all its picturesque and graceful outlines are traced in rows upon rows of these incan- descent lamps.

So powerful is the illumination thus produced, that the brilliant coloring of the various architectural features of the building can be seen as plainly as under the light of the sun, and the effect is more entrancing than it could be by day, inas- much as a fairy land aspect is imparted by the lighting at night.

One of the prettiest pieces of decoration in connection with the interior of the Ex- position structures is that in the grand dome of the Electricity Building. The colors of the decorations in this magnificent and beautiful structure are cream, light green and heliotrope. Tarlton drapery is the material used, and high up in the dome, right over the Westinghouse exhibit, a canopy top is formed, the beautiful drapery stretching out in graceful form to all sides from a common center.

Midway between the floor and the top of the dome, four great signs of the Westing- house Company are placed, one on each side of the square occupied by their exhibit. In these signs there are a total of nearly 1,000 incandescent lamps, the effect being attractive and beautiful in the extreme.

It is worthy of note that the decoration arranged for the dome of the Electricity Building is to be seen in all its grandeur by night as well as by day, as it is lighted by Nernst lamps. This lamp is the latest electric-lighting invention, and it offers great promise of revolutionizing the art. By its use a remarkable saving is made in loss of the electric energy, and in the dome there are about 100 of these wonderful lamps, representing approximately, about 45,000 candle power.

ORRIN E. DUNLAP.

MAINE'S HOODOO HEARSE.

An Ancient Vehicle That Made Trouble and Pointed the Way to Death.

It is hoped now that the evil reputation that has marked the late career of the old Holden hearse has come to an end. The hearse was made in England more than a century ago and was brought over to Mas- sachusetts as something unusual in the line of funeral splendor.

Having done its solemn duty in Ipswich, Mass., for nearly a quarter of a century it was set down to New Wrentham, Me., and for 75 years was in constant demand for funerals in all parts of Hancock and Penobscot counties, often being sent more than fifty miles from home. The body of the carriage wore out four sets of wheels, and the revenues which it earned for its owners mounted up to almost \$1,000 a year.

It had become the custom for the heav- iest stockholder in the vehicle to drive the horse and attend all the funerals. Six hearse drivers grew old and died in the service. The seventh brought ill luck and final disaster.

Late in the fall of 1896 he was called upon to take a body from Bangor to

Brooksville for interment. The surviving kindred of the deceased were poor, and the driver got a fee much too low for profit. To recouy himself he bought 600 pounds of salt codfish to take home in the hearse and sell. This act plunged Holden into a neighborhood row, which is still in progress. His critics said that the vehicle was for the exclusive use of the dead, and that if it was made to carry anything else such conduct was in the nature of sacrilege.

It was the bitterest fight ever seen in eastern Maine. Families became estranged over it, and aged men sent for lawyers in haste and drew up documents, declaring that their remains must not be carried to the grave in such a vehicle. It seemed for a time that the owners of the hearse were sure to win, because they showed old contracts with two cemetery associations in which the owners of lots agreed to employ this particular hearse at all burials in their yards. No sooner were these papers pro- duced than the anti-hearse crowd began to fence off burial lots on their own land.

For the next six months it is declared that no enemy of the old hearse died, fear- ing the indignity of riding in a hearse which had once held codfish. Finally the courts upset the contracts.

From this time the patronage of the old hearse fell off, and it was dismantled and locked in the hearse house to await its own time of burial. If the enemies of the hearse had been content to let things rest where they were, the war would have ended there, but the grudge was so deep that the boys in the neighborhood amused themselves by stealing the rickety carriage and hauling it about the roads at night, leaving it in the yard of one of its sup- porters.

It was soon noticed that wherever the hearse was left a member of the household died in a short time. As the hearse was generally run into the yard of some one who owned shares in the vehicle, and as most of these owners were aged and would soon die in the course of nature, the deaths were not regarded as remarkable at first. But when the hearse continued to roam abroad at night, and death continued to visit the homes where it was left, a fear took hold of the people.

Several meetings were held by those who saw an omen of death in every move- ment of the hearse, and the time was drawing near when the hearse was likely to be burned by an indignant and frighten- ing people, when the constable caught five boys wheeling the hearse through the woods leading to Dedham. They were taken before a magistrate, who threatened to send them away to the reform school unless the hearse ceased to go abroad at night. The hearing took place in March. The hearse has not been out since, and all the people of Holden are enjoying excellent health. So it is hoped that the trouble over the hearse is ended.

WANTED—Brainy people to sell to brainy people Dr. White's Electric Comb. It will make hair grow and preserve growth. Dandruff is unknown where it is used, and agents make fortunes selling it. Costs the same as an ordinary comb, yet cures all forms of scalp ailments. Sample 60c. D. N. Rose, Gen. Mgr., Decatur, Ill.

BORN.

- Halifax, May 2, to the wife of E J Ross, a son.
- Bathurst, to the wife of Richard Sutton, a daughter.
- Yarmouth, May 10, to the wife of Albert Wyman, a son.
- Fox River, May 4, to the wife of Albert Dow, a son.
- Pictou, May 11, to the wife of Fred Germaine, a son.
- Halifax, May 10, to the wife of George Maynard, a son.
- Hantsport, May 12, to the wife of L Gertrude, a daughter.
- Halifax, April 18, to the wife of Leslie Dodsworth, a son.
- West Bay, May 4, to the wife of Stephen Willigar, a son.
- Diligent River, May 3, to the wife of John Canning, a son.
- Parrsboro, May 7, to the wife of Ethelbert Hughes, a son.
- West Bay, April 28, to the wife of Freeman Yorke, a son.
- Parrsboro, May 1, to the wife of Stuart Welton, a daughter.
- Halifax, May 14, to the wife of Thos J Anderson, a daughter.
- Halifax, April 14, to the wife of S R Frame, a daughter.
- Sydney, May 8, to the wife of Rev W R Calder, a daughter.
- Scotch Village, May 5, to the wife of J Adams, a daughter.
- Springfield, May 12, to the wife of Neil Acker, a daughter.
- Moncton, May 16, to the wife of Chas Delahunt, a daughter.
- Halifax, May 10, to the wife of F W Killam, a daughter.
- Welsford, May 7, to the wife of Rufus Power, a daughter.
- Gay's River, N S May 9, to the wife of D Crouse, a daughter.
- Great Village, May 14, to the wife of Judson Layton, a son.
- Springhill, May 10, to the wife of Clarence Schurman, a son.
- Clarence, N S May 13, to the wife of Frank Ward, a daughter.
- New Minas, Kings, May 8, to the wife of Thomas King, a son.
- Westport, May 11, to the wife of William McDor- mand, a son.
- Cambridge, Eng., May 16, to the wife of Major Duffus, twins.
- Providence, R I April 20, to the wife of J A Uqu- hart, a daughter.

MARRIED.

- Truro, May 9, John B Irving to May Ross.
- Shelburne, May 6, P Teebon and Milnes Palmer.
- Pictou, May 8, Joseph G Reyes to Sarah Sobey.
- Halifax, May 16, Charles Hills to Laura Walker.
- Kent Co, May 12, Alex Comcau to Tilly Blanchard.

- Brenton, May 7, Charles Clarke to Jane Lea Cann.
- Havelock, April 17, Jonah Keith to Alice A Mills.
- St. John's, May 8, Joseph Hale to Charlotte Hill- Goshen, N B, Ben B Hayward to Mrs Mercy Hay- ward.
- Truro, May 9, Fulton Connolly, to Jessie Ham- mond.
- Pictou, April 24, Durcan McCannel to Beatrice H. mm.
- Westport, May 4, Joseph Morehouse to Miss Alice Thomas.
- Sydney, May 10, Verner J Howard to Katie Mc- Eachren.
- New Canada, April 21, Albert Douthright to Nettie M Ryder.
- Woodstock, May 16, Herbert Ellis Clarke to Mary Beardsley.
- Baie Verte, May 1 Henry W Chapman to Tressa Lancaster.
- Sampbell on, May 9, Duncan R Downes to Emily McNaughton.
- Comberford, Mass, April 22, M Essica Haines to Fred E Bain.
- Brooklyn, N Y, May 8, Laura A Dudman, to Capt Walter Davis.
- Upper Wood's Harbor, May 2, Geo Atwood to Lilla M Malone.
- Tidnish Road, April 27, James A Bradley to Mabel A Goodwin.
- Petitcodiac, April 21, Joseph C Bannister to Rachel C Steves.
- New Glasgow, May 1, Roderick McDonald to Maggie A Camron.

DIED.

- Halifax, May 12, Ethel Gage.
- Rosway, May 7, Lela Gidney.
- Halifax, May 13, Jane Liddell, 87.
- Boston, May 1, Joel Den more, 76.
- Springhill, May 7, Flora Porter, 85.
- Chatham, May 10, James Allan, 78.
- Springhill, May 3, James Fraser, 77.
- Riverside, May 7, Daniel Forber, 65.
- Falmouth, May 9, Frank Hallett, 13.
- Sackville, May 12, Levi Thomas, 65.
- Auburn, May 2, Mrs Edward Roche.
- Newport, April 29, Eugene Stecl, 55.
- Lunenburg, May 9, John Herman, 72.
- Springhill, May 10, Ronald J Burton.
- Waverley, May 15, Elizabeth Embree.
- Kings Co, May 2, Mrs John Smith, 93.
- Sturgeon, April 24, John Hsberlin, 23.
- Boston, April 25, Joseph L. Fraser, 8.
- Yarmouth, April 30, Mary J Porter, 85.
- South Dakota, May 6, Marvin Carr, 38.
- Springhill, May 9, Margaret Cudde, 63.
- Wallace Bay, April 29, Calvin Webb, 62.
- Yarmouth, May 10, Lettie L Wilson, 60.
- London, G. B, May 11, H. W. Johnson.
- Boar River, May 11, Albert J. fterson, 60.
- Irishtown, May 8, Michael A. Reed, 47.
- Lunenburg, May 8, John Alfred Smith, 60.
- Elliottvale, May 30, Mrs Ann Baldwin, 50.
- Windsor, May 11, Vivian Ross Marshall, 5.
- New Haven, May 9, Neil H McFadyen, 67.
- Campbellton, May 14, Absolom Glover, 67.
- West Jeddore, April 26, Verna Harpell, 18.
- Georgetown, May 10, Charles Westaway, 21.
- Cumberland Co., May 13, Simon Gordon, 61.
- Central Cologne, May 14, Ellinor Brindley.
- Pope's Harbor, April 30, Leonard Conrod, 94.
- Douglston, May 5, Gladys M Campbell, 11.
- Charlottetown, May 12, Mrs Robert Hurry, 76.
- Summerside, May 12, Michael Macdonald, 71.
- Cumberland, May 14, Mrs James Johnson, 69.
- Buc'oncha, April 28, Mrs Thomas Wallace, 75.
- Shubenacadie, May 8, Mrs Susan Archibald, 88.
- Halifax, May 13, William Francis Flannigan, 1.
- California, April 10, Elizabeth Vinton Porter, 74.
- Nicomen Island, B C, April 19, George Elmsly, 71.
- Summersville, Kings, May 10, Rev G Co Wethers, 68.
- Chipman's Corner, May 4, Mrs Grace R Chipman, 64.
- South Farmington, Hants, May 6, Rev Wm Brown, 76.
- Hortonville, Kings, May 6, Adelaide E. Newcombe, 67.

RAILROADS.

CANADIAN PACIFIC
VICTORIA DAY
MAY 24th, 1901.

One fare for the round trip between all stations in Canada east of Fort Arthur; Tickets on sale May 23 and 24th, good to return May 27th, 1901.

2 Special Trains to Suburban 2 Points, May 24th, Only.

Lv. St. John	9:10 a.m.	Ar. Welsford	10:15 a.m.
Lv. St. John	1:00 p.m.	Ar. Welsford	2:00 p.m.
Lv. Welsford	11:25 a.m.	Ar. St. John	12:35 p.m.
Lv. Welsford	5:55 p.m.	Ar. St. John	7:00 p.m.

A. J. HEATH,
D. P. A., C. P. R.
St. John, N. B.

Intercolonial Railway

On and after MONDAY Mar. 11th, 1901, trains will run daily (Sundays excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN

Express for Point du Chene, Campbellton and Halifax	7:00
Express for Halifax and Pictou	12:15
Express for Sussex	15:30
Express for Quebec and Montreal	17:00
Accommodation for Halifax and Sydney	22:15

A sleeping car will be attached to the train leaving St. John at 17:05 o'clock for Quebec and Montreal. Passengers transfer at Moncton.

A sleeping car will be attached to the train leaving St. John at 22:10 o'clock for Halifax. Vestibule, Dining and Sleeping cars on the Quebec and Montreal express.

TRAINS WILL ARRIVE AT ST. JOHN

Express from Sussex	8:30
Express from Quebec and Montreal	12:40
Express from Halifax, Pictou and Point du Chene	15:30
Express from Halifax and Campbellton	17:00
Accommodation from Pt. du Chene and M. J. J.	22:15

*Daily, except Monday.

All trains are run by Eastern Standard Twenty-four hours notation.

D. J. POTTING,
Gen. Manager
Moncton, N. B., March 8, 1901.
CITY TICKET OFFICE,
7 King Street St. John, N. B.