



UNCLE HI'S DOCTRINE.

I always like to see a man who's happy with his lot. An' not a-feelin' jealous at what other folks has got. Who takes whatever comes along with not a fault to find. And who is always carryin' a well-contented mind. I like to sit around an' touch elbows with the men. Who, if they tumble down, don't stay, but hustle up again. An' buckle in the harder, all the keener for the fall. Not worryin' about what people say or think, at all.

THE STORY OF DEBEVOISE

By WM. H. OSBORNE

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THE general manager of the Empire Gun & Gelatine concern, called to Debevoise: "Debevoise," he said, in solemn tones. "P. B. Hathaway has got the government contract, or will have it, this year. I got it from the inside. This is something new for them, and it means a small fortune. And we've got to have their business. I want you to go out and see P. B. Hathaway all the stuff they'll need. Sell it—that's all. He stopped. "Debevoise," he began again, "you're a blamed good salesman, when you keep sober. For heaven's sake keep sober this time."

Debevoise flushed slightly, and turned on his heel. "Is that all you wanted to say?" he inquired. "That's enough," answered the manager, "you sell 'em enough stuff so that they can make glue from now to kingdom come. We need the money and we need it bad."

Debevoise, be it said, was not the only salesman on the quiv. There were several who packed up their grips about that time and started, as the crowd flies, for P. B. Hathaway & Co., manufacturers of glue and ink and other things. Perhaps Mr. Timothy Higginson, of the house of Porter-Birdsell, was the most alert of these.

"I'm a cracker-jack salesman in gum," Mr. Higginson was wont to tell himself, "I'd like to see the man who can do me at the game."

But Mr. Higginson, for a reason of his own, selected as his companion upon this trip, a very sporty friend of his, whose name was Debevoise. Debevoise had a lively eye, a ready tongue and a magnetic personality—but he was possessed of little money, though with an infinite capacity for enjoyment.

"Now, Debevoise," carefully explained Mr. Higginson, "you see this roll of bills?" Mr. Debevoise, who had never yet been frightened by a roll of bills, looked at it and reached for it. But Mr. Higginson still held on.

"Now, Debevoise," went on Higginson, "we are going, you and I, down to Donaldson, on business. It is most particularly necessary that my concern, Porter-Birdsell, should get an order down there that means a profit to 'em of thousands and thousands of dollars. Now you know me, don't you? You know that I don't go around saying things that ain't so? And when I tell you that there are a dozen men wandering down to Donaldson, and that there are a lot more coming on behind them, and that out of all those men—I am the chap who'll land that order—when I tell you that, you will wonder why I take you. I'll tell you. There's a man named Debevoise. He thinks he's the real thing in gum. He's good. I will admit. But he has one falling. Whenever he strikes a town, the first thing he does is to fill up, and hang around all the afternoon and evening, far into the night, and next morning he simmers down to business, but not till then. But then, he's all business, and nothing else. Now, here's where you come in. If Debevoise turns up in Donaldson this evening, you're to take this roll of bills—"

In the hollow, and keep him drunk all day to-morrow." Mr. Debevoise, past master in the art of making an evening go pleasantly and fast, started in. And Mr. Debevoise, finding that Mr. Debevoise was made up of the real fibre, joined him. They began with a wine supper that diminished Mr. Debevoise's roll to some extent; then they took in the local theaters, then a gambling house or two, then with a few other kindred spirits, sat about a table at the hotel, and just drank, drank, drank. Mr. Debevoise kept constantly at the side of Mr. Debevoise, and kept up a flow of conversation that was remarkable.

"Higginson," remarked Mr. Debevoise to himself, "may know how to make money, but I certainly know how to spend it, all right, all right." Mr. Debevoise was not altogether at ease. Something seemed, from time to time, to trouble him. He was trying to remember not to forget himself. But Debevoise was constantly on hand with a fresh order and a fresh sally, and a merry burst of laughter which attracted Mr. Debevoise's attention from whatever he may have had in mind.

Once he took out a note book. "I—I mustn't," he murmured to Debevoise, "I—I mustn't forget—business. Business before pleasure, don't you know. I—I mustn't forget."

"Pleasure," returned Mr. Debevoise, neatly, "is my business. So I have pleasure before pleasure and pleasure after pleasure; in fact I'm very busy at it all the time."

Whereupon Mr. Debevoise called for another round, and time went on—and on—and on.

The others left, but the two still remained. Debevoise kept constantly referring to something that he had to do. "I must not forget business," he said. But he did forget business. He forgot everything. It was after five o'clock in the morning that his head sank upon the table and he fell asleep. Mr. Debevoise, who had drunk sparingly during the evening, but who, nevertheless, was weary, called a hotel porter.

"I think I can improve on Higginson's plan," he whispered to himself. Then he spoke aloud to the porter. "Porter," he said, "this gentleman and I are due at East Monroe, up on the mountain, at eight o'clock. Can you get us a rig?"

East Monroe, as Debevoise had found out by inquiry the night before, was a small deserted village far up the mountain side without railroad accommodations. Debevoise reasoned that if Mr. Debevoise were landed there, he would have some difficulty, considering everything, in making connections with P.

B. Hathaway, the manufacturers of glue. The rig was procured—a large, old-fashioned affair; and they hoisted Mr. Debevoise inside, and Debevoise took a seat beside him, and they were off, for a long, gentle, weary drive up the hill side. It was such a tedious drive that Mr. Debevoise himself was forced to close his eyes; and side by side, the two men slept. At East Monroe the driver woke Debevoise, and as Debevoise still slept, they carried him gently into the village tavern and put him carefully to bed. Then the carriage turned around and went back home. "Now," whispered Debevoise to himself, as he sat beside the prostrate form of Debevoise in the little room, "now I've got to keep awake, to see that he keeps asleep." Twice did Debevoise start up somewhat wildly, his hand on his notebook, and cry that he must attend to business. But Debevoise religiously plied him with the cup that cheers and enebriates as well, and he dropped off once more. All that day Debevoise slept, and all that day Debevoise watched. At dusk the landlord called Debevoise down to the telephone. Higginson was at the other end of the wire. He had found out on Donaldson that they had climbed the mountainside.

"You can come down now," he said to Debevoise, "just as soon as you like. Good-by." Then he rang off. Debevoise went back to Debevoise with a broad grin on his face.

"Hey, old man," he said, "wake up. You've got some business to transact. Don't forget that you've got to go down to P. B. Hathaway's."

Debevoise stretched his arms above his head and yawned.

"P. B. Hathaway's," he asked. "For what?" Debevoise grinned. "To get an order for that glue."

Debevoise snorted. Then he reached in his inside pocket and drew forth a paper. "Good Lord," he answered, "there's their order, for the whole blamed thing. I had it in my pocket yesterday afternoon, and had packed my grip and was going home when you chaps met me." He rose and slapped his thigh. "By George," he exclaimed, "I know there was something. For 18 hours I've been trying to send back for the shop a good news telegram and haven't done it yet."

STRANGE OLD HOUSE.

EVEN TRAMPS ARE SHUNNING ITS UNLOCKED DOORS.

For Two Years the Property Has Been Vacant and No One Has Come to Either Claim or Inhabit It.

A Hartford (Conn.) paper says there is standing in the western part of the town of Seymour, not far from the banks of the Housatonic river, a house that has been deserted almost two years, and yet, while there is a small colony of Italians living not far away and tramps roam through this region as they do in all parts of Connecticut, nothing in the house, apparently, has been molested, and it, with all its furniture and belongings, is just as it was left when the owner was taken away to the hospital to die, nearly two years ago. The beds in the house have their coverings in place, the kitchen and other furniture has not been touched, and the curtains at the windows are in place, even old muslin pursians, in addition to the regulation paper shades are found at some of the windows. The house is not locked, and has not been, and yet no one except a curiosity hunter ever crosses the threshold, and tramps do not, as would naturally be expected, hold out there during the winter.

Last week a party of five young men and women camped out on the west bank of the river and occupied a log cabin. A woman from Bristol was the guest of one of the campers for a day, and during her stay at the camp an excursion was made to the "haunted house," as it is called in that section. They were warned in broken English by an Italian living near by not to go near the house, but they persisted and found its condition as stated above. One of the women took away with her a book of an ancient date, and one of the men of the party secured an old-fashioned potato masher for use in the camp. When they were ready to return across the river four went in a large rowboat.

He (encouragingly)—I'm sure of one thing, my angel, you and I will never quarrel as that couple are doing. She (with decision)—Indeed we won't. If you ever speak to me as he did to her, I'll call the police.—N. Y. Weekly.

SEABOARD AIR LINE RAILWAY

Short Line to Principal Cities of the South and Southwest, Florida, Georgia, Cuba, Texas and Mexico. Schedule in Effect April 17th, 1904. TRAINS LEAVE RICHMOND—MAIN ST.—STATION—DAILY. 7:30 p. m.—Express to Norfolk, Va., composed of latest improved day coach, Pullman Sleeper, Pullman Parlor Car and Cafe Car. To Henderson, Columbia, Savannah, Jacksonville, St. Augustine, Palm Beach, Ft. Pierce, Kissimmee, Ocala, Tampa, Orlando, and West Palm Beach. 9:30 a. m.—Local for Norfolk, Hamlet and Charlotte. TRAINS ARRIVE RICHMOND—DAILY. 6:30 a. m.—No. 34, from Florida, Atlanta, and the Southwest. 4:30 p. m.—No. 66, from Florida, Atlanta and the Southwest. 5:30 p. m.—No. 86, from Norfolk and Local Points.

W. M. TAYLOR, City Ticket Agent. H. S. LEAHY, Div. Pass. Agt. (No. 830 E. Main St., Richmond, Va.) Phone 405.

SOUTHERN RAILWAY

Effective May 29th, 1904. TRAINS LEAVE RICHMOND. 7:30 a. m.—Daily, Local for Charlotte. 12:30 p. m.—Daily, Limited, Buffet Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chicago, St. Louis, St. Paul, St. Petersburg, Jacksonville, Tampa, and Key West. 6:00 p. m.—Ex. sud. to Key West. 1:30 p. m.—Daily, Limited, Pullman ready for New York. YORK RIVER LINE. The favorite route to Baltimore and eastern points. Leave Richmond 4:30 p. m. Daily except Sunday. 4:30 p. m.—Daily except Sunday. Local for West Point. 4:30 p. m.—Except Sunday. For West Point, connecting with steamers for Baltimore and river landings. Steamers call at Clay Bank and Yorktown, Mondays, Wednesdays and Fridays, and at Gloucester Point and Almond, Tuesdays, Thursdays and Saturdays. 6:30 a. m. and 6:42 p. m.—From the South. 9:30 a. m.—From Charlotte and Durham. 1:30 p. m.—From Key West. 9:30 a. m.—Baltimore and West Point. 4:30 a. m.—From West Point. 5:30 p. m.—From Baltimore and West Point. S. H. HARDWICK, Pass. Traf. Mgr. H. C. ROBERT, G. M. W. F. TAYLOR, G. P. A. C. W. WESTBURY, D. F. A., Richmond, Va.

ATLANTIC COAST-LINE.

TRAINS LEAVE RICHMOND DAILY BYRD STREET STATION. 9:30 a. m.—Peterburg and Norfolk. 9:30 a. m.—A. C. L. Express to all points south. 12:30 p. m.—Peterburg and N. & W. West. 1:30 p. m.—Goldboro local. 7:25 p. m.—Peterburg local. 7:25 p. m.—Florida and West Indies Limited. To points South. 9:30 p. m.—Peterburg and N. & W. West. 11:30 p. m.—Peterburg and N. & W. West. TRAINS ARRIVE RICHMOND. 4:37 a. m.—7:35 a. m.—8:35 a. m.—except Sunday. 10:45 a. m.—"day only, 11:40 a. m.—1 p. m.—2:30 p. m.—6:30 p. m.—7:45 p. m.—9:05 p. m.—"except Sunday. C. S. CAMPBELL, Div. Pass. Agt. J. W. J. CRAIG, Gen. Pass. Agt.

OLD DOMINION STEAMSHIP COMPANY.

Night Line for Norfolk. Leave Richmond daily at 7 p. m., stopping at Newport News in both directions. Fare, \$3.50 one way, \$4.50 round trip, includes stateroom, berth, meals, 50cts. Street cars to Steamer's Wharf. For New York by O. & O. Railway, 9:00 a. m., 4 p. m., 9 a. m. and 3 p. m. by N. & W. Railway; also by Old Dominion night line steamer. All lines connect at Norfolk with direct steamers for New York, sailing daily except Sunday, 7 p. m. K. F. O'NEILL, City Ticket Agt., 808 B. Main St. JOHN F. MAYER, Agt. Wharf Foot of Ash St., Richmond, Va. H. B. WALSH, V. P. & T. M., New York.

man who separates other people from their money and confidence simultaneously.—Indianapolis Sentinel.

Down-trodden Man. Rodrick—So the car was full of ladies. Was there any standing? Van Albert—Oh, why say so. Some of the ladies were standing on their dignity and the rest were standing on my feet.—Chicago Daily News.

Explained. "Say, pa?" "Well, what?" "Why does that man in the band run the trombone down his throat?" "I suppose it is because he has a taste for music."—Town Topics.

But Not P. any. Binks—Brown is very slow about paying his bills. It's a standing joke at the club. Jinks—I suppose his creditors consider it a standing off joke.—Cincinnati Commercial Tribune.

Trite and True. "Vinegar never catches flies." So the provost makes wrote; And sugarless candy, 'tis likewise, Fail to catch the fly of vice.—Cincinnati Enquirer.

A Difficulty. "The great secret of success," said the prosperous man, "is the ability to see an opportunity." "Yes," answered the less fortunate friend. "But the trouble is that so many opportunities turn out to be optical illusions."—Washington Star.

A Victim. "Yes," said the fireman, "there were two men in the building playing chess and one of them in the ruins yet. We couldn't get him out." "Why, how was that?" "He insisted that it wasn't his move."—Philadelphia Press.

Fatherly Conclusion. Farmer Trefog—What makes you think Daniel Webster was a smart man? Farmer Hoptoad—Well, I've been reading some of his speeches, and they seem to agree pretty thoroughly with Mary Jane's graduation essays.—Philadelphia Bulletin.

Wanted No Quarreling. He (encouragingly)—I'm sure of one thing, my angel, you and I will never quarrel as that couple are doing. She (with decision)—Indeed we won't. If you ever speak to me as he did to her, I'll call the police.—N. Y. Weekly.

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C & O ROUTE.

CHESAPEAKE & OHIO RAILWAY. 2 Hours and 25 Minutes to Norfolk. LEAVE RICHMOND—EASTBOUND.

7:35 a. m.—Daily—Local to Newport News Old Point and West station. 9:00 a. m.—Daily—Limited—Arrives Williamsburg 9:55 a. m., Newport News 10:20 a. m., Old Point 11:30 a. m., Norfolk 11:35 a. m. Daily—Special—Arrives Williamsburg 4:30 p. m., Newport News 5:20 p. m., Old Point 6:00 p. m., Norfolk 6:25 p. m. Daily—Locals to Old Point and Norfolk. MAIN LINE—WESTBOUND. 8:30 a. m.—Daily to Charlottesville and Except Sunday to Clifton Forge. 9:00 p. m.—Daily—Special to Cincinnati, Louisville, St. Louis and Chicago. 2:15 p. m.—Week days—Local to Orange. 10:45 p. m.—Daily—Limited to Cincinnati, Louisville, St. Louis and Chicago. 10:30 a. m.—Daily—Express to Lynchburg, Lexington, New Castle, Clifton Forge and principal stations. 5:15 p. m.—Week days—Local to Remont. TRAINS ARRIVE RICHMOND FROM NORFOLK AND OLD POINT 8:45 a. m., daily, 11:45 a. m., daily, 10:20 p. m., daily and 10:25 p. m., daily. From Cincinnati and West 7:30 a. m., daily and 8:30 p. m., daily. Main Line Local from Clifton Forge 8:10 p. m., Ex. Sud. Orange Accommodation, 8:30 a. m., Ex. Sud. James River Line Local from Clifton Forge 6:25 p. m., daily. Remont Accom. 8:40 a. m., Ex. Sud. C. E. DOYLE, Gen'l Manager. W. O. WATKINS, Div. Pass. Agt. DIST. PASS. AGT.

Norfolk and Western R. R. LEAVE RICHMOND (DAILY), BYRD STREET STATION. 8:30 a. m.—NORFOLK LIMITED. Arrives at Norfolk 10:30 a. m. Stops only at Petersburg, Waverly and Old Point. 9:00 a. m.—CHESAPEAKE EXPRESS Buffet Parlor Car Petersburg to Lynchburg and Roanoke. Car Petersburg to Roanoke with Steamers to Columbia and Pullman Sleeper. Roanoke to Columbia and Pullman Sleeper. Cincinnati; also Roanoke to Knoxville and Knoxville to Chattanooga and Memphis. 10:30 a. m.—Roanoke Express for Farmville, Lynchburg and Roanoke. 9:00 p. m.—Ocean Shore Limited Arrive Norfolk from Norfolk, Petersburg, Chesapeake, Cape Charles, and Suffolk. Connects with Steamers to Boston, Providence, New York, Baltimore and Washington. 6:55 p. m.—For Norfolk at all stations east of Petersburg. 10:30 p. m.—NEW ORLEANS SHORT LINE. Pullman Sleeper Richmond to Lynchburg, Petersburg to Roanoke; Lynchburg to Chattanooga. Memphis and New Orleans. Cafe Dining Car. Trains arrive from the west 7:35 a. m., 11:30 a. m., and 6:30 p. m. Office No. 838 East Main Street. C. H. BOSLEY, Div. Pass. Agt.

R. F. & P. Richmond, Fredericksburg, and Potomac Railroad. Trains Leave Richmond—Northward. 4:15 a. m., daily, Byrd St. Through. 4:45 a. m., daily, Main St. Through. 7:15 a. m., week days, Elba. Ashland accommodation. 8:40 a. m., daily, Byrd St. Through. Local stops. 12:25 noon, week days. Byrd St. Through. 4:00 p. m., week days. Byrd St. Through. burg accommodation. 6:30 p. m., daily, Main St. Through. 6:30 p. m., week days, Elba. Ashland accommodation. 8:30 a. m., daily, Byrd St. Through. 8:30 a. m., week days, Byrd St. Fredericksburg accommodation. 11:30 a. m., daily, Byrd St. Through. 1:30 p. m., week days, Byrd St. Through. 2:05 p. m., daily, Main St. Through. 6:00 p. m., week days, Elba. Ashland accommodation. 7:15 p. m., daily, Byrd St. Through. 8:50 p. m., daily, Byrd St. Through. Local stops. 10:30 p. m., daily, Main St. Through. Pullman Sleeper or Parlor Cars on all above trains except train arriving Richmond 11:30 a. m. week days and local accommodations. Time of arrivals and departures and connections not guaranteed. Gen'l Mgr. C. L. P. W. F. TAYLOR, Gen'l Man'r. Ass't Gen'l Man'r. Traf. Man'r.

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