A CURIOUS CASE WHICH IS EX-CITING ENGLAND.

Was the Duke of Portland Also T. C. Druce? Druce's Descendants to Lay Passageway.



NE of the most interesting lawsuits that English courts have ever had to deal with is now in progress in England, and will in all probability be fought from court to court, consuming perhaps years of time and mil-

The great dukedom lions of money. of Portland, with an income of \$1,500,-000 a year, is the subject of dispute, and the allegations made by the plaintiff, if sustained, will reveal the most extraordinary Dr. Jekyll and Mr. Hyde existence that has ever come to light. The duke of Portland, whose alleged double life is now to be investigated, was the second richest peer in England, and it is claimed that besides his life as an eccentric unmarried nobleman, he also had an existence as a London shopkeeper, with a wife and family,

Thomas Charles Druce was the name of the shopkeeper who is declared to have been none other than the duke of Portland, and it is his daughter-in-law, Mrs. Anna Maria Druce, who has instigated the present action. Mrs. Druce has made an application to exhume the alleged body of her late father-in-law from a vault in Highgate cemetrey, and this application is a first step in her attempt to prove that the said Thomas Charles Druce, the well-known Baker street furniture man, was no other than the fifth duke of Portland.

Mrs. Druce's story, of which she has already produced a remarkable confirmation, is that the duke led a double life, each part of which was strangely and almost incredibly distinct. She says he lived in London as a shopkeeper named Druce, and a married man. He lived on his vast estates as a duke and a bachelor. He pretended to die as Druce in 1864. His daughter-inlaw alleges that only a roll of lead. will be found in his coffin. He died as the duke in 1879. There is no doubt that the duke died then. The result of proving that Charles Thomas Druce was the fifth duke of Portland would be to transfer the dukedom and the enormous estates to the son of Mrs. Druce, Sidney George Druce, a poor sailor of 22, now in Australia. The present duke of Portland, who would be custed from his position, is one of the most conspicuous noblemen in England. He holds the office of master of the horse, the greatest in the queen's household. He has won the Derby twice. He was a direct cousin of the fifth duke, whom he succeeded.

Most extraordinary points of resemblance have been proved between the late Thomas Charles Druce and the fifth duke of Portland. Druce had a secret entrance to his shop, the Baker street bazaar, and a system of subterranean passages under it. The late duke undermined his estate, Welbeck abbey, with miles of subterranean passages, having many exits, by means of which he could hide his movements. With vast wealth and great power and no intimates, the late duke of Portland was in a position to conceal his movements and surround himself with mystery. Nobody on the estate or in the house was permitted to speak to him without first being spoken to. He had issued orders that nobody was to recognize his presence by a courtesy. a



THE DUKE OF PORTLAND.

salute or even by a glance. If the duke of Portland were walking about the country and he met one of his tenants or employes the latter would be instantly dismissed from the neighborhood if he manifested any knowledge of the presence of the duke. Since the opening of the trial it has been discovered that the premises in Baker street contain many of the features which the duke of Portland introduced into Welbeck Abbey. The duke was chiefly known for what was called his "mania" for underground tunnels. One or two members of his family had seen an enormous underground dining room which he had built at Welbeck Abbey, as well as a drawing room, sitting room, and huge art galleries, the decoration of which, he said, occupied nearly all his time. It has now been discovered that the duke of Portland had a rule in his household to the effect that when he disappeared under-

upon which he had spent over a million and a half dollars, no servant was under any circumstances allowed to follow him. More extraordinary even than these subterranean rooms was a walk or road over six miles long, all underground, and built by the duke of Portland underneath his estate. This Claim to the Dakedom - The Secret amazing tunnel, which alone cost nearly a million dellars was long regarded as a fad or amusement of his grace. But now that it is claimed that the duke of Portland was in reality leading. a double life, it is seen that this underground passage leading from Welback Abbey may have been in fact un ingenious device to enable him to disappear from the country where he was known as the duke of Portland, and come up to London as Druce, the shopkeeper. The tunnel runs completely under the estate, and with its various branches opens on several country roads widely separated. All these openings, it has now been found, are close to railway stations, affording easy access to London, about two hours away. In this way it would have been quite possible for the duke of Portland to descend into one of the subterranean chambers of Welbeck Abbey after having had his breakfast there, and to have come up to London without passing over his estate, and without being seen to leave the house. Old servants who have now been examined say that it was a very frequent occurrence for the duke of Portland thus to disappear and stay away for twenty-four or thir-



THOMAS CHARLES DRUCE

ty-six hours. While the duke was commonly regarded as being crazy upon this one particular point of underground construction and existence, he was a notoriously good business man in all that related to the management of his vast properties. The Portland revenues enormously increased under his shrewd management, and he left the estate in splendid condition, yielding a revenue of over \$1,500,000 a year

The other side of the duke's life, according to the allegations, was seen in the Baker street bazaar, the shop founded by Thomas Charles Druce, now said to be the fifth duke of Portland. It is still in existence. It is an extensive and valuable property, with a well-established patronage among the wealthy residents of the West End. At the present time it belongs to a wealthy politician of some prominence. Since the litigation began, which now threatens the title and estates of the present duke of Portland, an examination has been made of the underground regions of the Baker street bazaar. This has disclosed the extraordinary fact that the place is honeycombed with tunnels and trap doors and mysterious passages. Here have been found every means to enable a man and enter without anybody knowing

One former assistant manager at the Baker street bazaar has told how Druce rarely entered the shop during the busy hours of the day when fashionable people were likely to be present. He kept himself secreted in a room at the back, having double doors with a passage leading into the cellar. No employe of the shop was allowed to enter this room unless invited to do so by Druce. Nobody in the shop could tell whether Druce was in the room or not, and had no means of finding out, and would have been dismissed for knocking at the door or disturbing him. These rules were rigorously enforced. But in order that business matters should be settled authoritatively Druce would from time to time notify his chief managers of the hours and days when he might be expected, and they had to wait for him in an outside room.

The coffin in the Highgate cemetery, which will probably be opened in a few weeks to see whether it contains a roll of lead or a skeleton, is that of Druce, the shopkeeper who lived at Mill Hill, Hendon, and died Dec. 28, 1864, as the coffin plate says, "in his seventy-first year." Among the proofs which Mrs. Druce will produce in court in order to support her claims, are documents going to show that Druce, when preparing for his alleged death. turned over to himself as the duke of Portland a certain piece of property valued at \$150,000. It was as a result of years of labor on the part of Mrs. Druce to penetrate the mystery of the disappearance of this property that she discovered as she claimed that her husband's father was the duke of Port-

A period of fifteen years intervened between the alleged death of Druce, the shopkeeper, and the genuine death of there is a great feast at the home of the fifth duke of Portland. During this time Mrs. Druce is prepared to and dance at the old home of the show that Druce, the shopkseper, was bride,

LED A DOUBLE LIFE, ground into these enormous chambers, | several times seen and identified by his NOTES OF THE WHEEL. former employes.

> It is just here that the remarkable story told by this woman meets with MATTERS OF INTEREST TO DVseveral startling proofs, which have already made a decided impression upon the judicial mind in England. It is well known that one of the most difficult things to secure in the United Kingdom is authorization from a court to open a grave or coffin. Upon the mere statement of Mrs. Druce that the coffin in the Highgate cemetery did not enclose the body it was alloged to contain, she never could have secured the authorization which was granted last week by the chancellor of the

> diocese of London to open R. Mrs. Druce applied through her attorneys to the bishop of London for permission to open this coffin, alleging that it did not contain the body of Druce, but Instead a roll of lead. The bishop of London turned the matter over to Dr. Tristam, the chancellor of the diocese, who, sitting in the consistory court in the Wellington chapel of are worn down into some sort of fair St. Paul's cathedral, heard the argu-

> Dr. Tristam stated that permission to open the coffin could not be granted based upon the conditions that obtain without the written consent of the owner of the tomb. This Mrs. Druce's attorneys admitted had not been secured. These attorneys, however, pointed out to the chancellor that contrary to the law of England and to all custom and practice, no physician had ever certified to the death of Druce, the shopkeeper. The death certificate produced in court showed that the law had not been complied with, the space provided for the signature of the attending physician never having been filled in. Dr. Tristam at once admitted that this was an extraordinary, if not a suspicious circumstance. It was shown by the attorneys of Mrs. Druce that many other strange facts attended the strange burial. Upon these facts the chancellor of the diocese granted permission to open the coffin. Thereupon a wholly unexpected and quite remarkable feature of this case was developed. The Druce tomb in Highgate cemetery belongs, it seems, to Herbert Druce, a son of the Baker street shopkeeper, and his principal legatee. This Herbert Druce is a wealthy man, living near London. Although it might appear that his interest would be to open the grave and in every way to strengthen the case of Mrs. Druce to show that his father was the duke of Portland, yet he is at the present time exhausting every effort in an attempt to prevent examination of the coffin. Under English law he is illegitimate, and there is nothing for him to gain

The plan of Mrs. Druce is first to secure the digging open of the Druce grave before attempting to make good the claims of her son to the title of the duke of Portland. At the present time Mrs. Druce, through her attorneys, has been authorized to make an examination of the coffin, but she has been temporarily stopped from doing so by a technical objection on the part of the other side. This required the consent of her son. That consent was secured by cable. But the opposing counsel at once objected to a cabled consent being accepted in court, and insisted that the young man himself should either appear in court in person or send his written consent duly certified from Australia. The son will arrive in a few weeks with all his documents. In the meanwhile the grave is being watched, and lawyers on behalf of Mrs. Druce are making every effort so that the grave may be opened as soon ar

WEDDINGS IN HUNGARY.

Often when the Magyar youth goes wooing he first sends a woman friend to the house of his loved one to inquire if his suit be welcome, and if he receives an invitation to call, he loses no time in accepting it, but is accomhaving control of the premises to leave | panied by a "speak-for" man, who is even more gayly attired than the lover and who glibly pays compliments to the bride's parents and urges the suit of his friend, delivering an oration wonderful in words and phrases. He begs the parents' consent to the betrothal of



HUNGARIAN WIFE AND MAIDEN.

their daughter and his friend, and then the girl's mother brings her in. She wears gala dress and is neither shy nor bold, but maintains her dignity. The father blesses the two and they drink from a loving cup. They have reached the second stage of courtship. but they are not bound to one another till the "kissing feast." Until then they take each other on probation, as it were, and may withdraw without the least discourtesy to one another, but after the feast, when they publicly kiss one another, there is no drawing back. Before this feast the lover sends a friend again to the girl's house to know if she will really marry him. Great ceremonies attend the wedding, and the Sunday after the wedding day, when the bridegroom, there is a similar feast

OTEES OF THE BICYCLE.

A Farmer's Sound Views on the Good Road Question Why Spokes Rust-Circulation Is Life-Popularity of the Tricycle

A Farmer's Sound Views.

HE time is upproaching in the country to w n a when the "city fathers" thereof and the street commissioner drive about and inspect the condition of the roads; but they wait until mild weather makes the

undertaking agreeable, and the roads condition. The object-lessons afforded in the winter and spring months are avoided, and contemplated repairs are after the frost is out and the roads have settled. The go-as-you-please methods that have been keeping the roads bad for centuries will be repeated, and the fast and-loose custom of inefficient "working out" of taxes and plowing up the roadway will be contin-

A "Farmer" in central New York writes to a local paper protesting against this. "Given an undrained clay soil," he says, "in the season of alternate freezing and thawing, and if there is much travel there frequently arises a condition well deserving Dante's line, "All hope abandon ye who enter here.' As a farmer we welcome anything that gives relief; that in any way makes bad roads better.

"If bicycle paths tend that way, give us more of them; if, as the Higbie-Armstrong law, there is an offer of state and county aid, we welcome that, Be it always remembered, every bad road is not only a hindrance and burden to property, but a direct and positive damage to adjoining property. It don't take so remarkable a bad piece of road to knock off \$5 per acre from the salable value of adjacent farms.

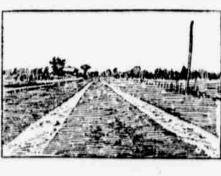
"Such roads exist as a menace and a proscription. People will go some distance around rather than travel over them. They cast an odium on the community where they exist. They are an indication of shiftlessness, of lack of enterprise, and to a greater or less degree of the lack of good farming. To grow crops is not all there is of farming. Farm products must be hauled to market, and that too often in the exact time of year when roads are at their worst.

"This is one point which, at the risk of repetition, we must emphasize: No person or class has so immediate and vital an interest in good roads as has the farmer. The average bicycler hasn't a quarter the amount involved in good roads improvement as has the average farmer.'

Why Spokes Rust. Broaching the question of rusty spokes has brought forth many tales of the experience of riders who have suffered as No. 176,677 did, and all agree that there is room for improvement in finishing and nickeling these important parts, even on many otherwise well-finished machines. No. 174. 566 says that he has talked with several nickel platers on the subject, and they agree in saying that the work can be done so as to practically overcome the difficulty, and No. 26,022 suggests that if spokes were heavily plated on copper before they were nickeled, there would be little danger of rusting. Different riders also recommend various preparations for the prevention of rust.

Brick for Country Roads.

The use of brick for country roads was referred to in the L. A. W. Bulletin last summer, and an experiment made at Monmouth, Ill., was spoken of, The road in question was made of a single course of vitrified brick set on edge, laid on sand, seven feet wile between curbs of oak plank with bordurs of broken stone to a distance of two feet on each side. It is shown in the accompanying picture by H. B.



SAMPLE OF GOOD ROAD. Garrison, who says that "two miles of them are now in, and they are much better than macadam." There are also ten miles of brick in the city, and more is to be laid during the coming season in both city and country.

Ciculation Is Life.

The roads and highways of a civil division are as the veins and arteries of the human system, says the Suffern Independent. Life and health, that is, business and prosperity, of each part can be had and secured only by the freest circulation, and the conduits must not be allowed to clog. While the limb would wither if the circulation was interrupted, the heart would also suffer. Where would the proud city of New York be without her magnificent railways, and what would have of 1888 had continued a month?

The village with its paved streets and flagged walks may say. "let the benefited." The lord of the manor who | goed and smooth,

surrounds his grounds with a high wan LYNCHED BY A KANSAS MOB. and morass, and then beautifies his place for his own enjoyment and benefit, may be wise if he has within himself all he requires to satisfy his needs, The village which has placed its streets in perfect condition and has neglected the highways leading thereto, has arranged, like the lord of the manor, to live in seclusion.

Has the village all it requires? Does it depend upon anything or anybody for its existence, growth and prosperity? Is it not, in fact, most dependent? Does not every village depend upon the extent of the accessible area of which it is the center and metropolis, and the prosperity of that area?

The village cannot shift the burden upon the farmer, nor the farmer upon his brother farmer. Each is interestcd, and the contiguity of the highway is but an incident. Suppose the Eric railroad were abandoned; whose loss would be the greater, that of the farmer living within one-half mile, or the one a mile distant?

For Cyclometer Adjustment,

American cyclometers are largely used abroad, but some difficulty is found in adjusting them to many English machines on account of the very narrow space on them between the front fork-side and wheel-hub, longer bracket would raise the instrument higher and give more room for proper adjustment, or a clip by which the cyclometer could be attached to the fork-side at any point would give the same result. Some such method is necessary in the case of very closebuilt machines.

The Tricycle.

On good roads, and under average conditions, the tricycle is very nearly as easy to propel and almost as fast as a bicycle. Of course the most anproved pattern fitted with pneumatics is meant. Up hills the tricycle sometimes shows an advantage, for its more stable base allows of a fuller applica-



THE TRICYCLE.

tion of power by most riders, and its slightly lower gear is helpful. It is only when the road is too rough to allow the use of a three-track machine; when high head-winds are encountered, or very high speed is desired that it is actually inferior to the two-wheeler On the other hand, the superior stability of the tricycle makes it a great convenience for many riders, and a vast advantage for very heavy persons and those who for other reasons do not care to ride bicycles.

Free Delivery Depends on Roads. To promote the business, social and educational interests of the people are objects of the road inquiry bureau and the postoffice department of the government. Having these things in view, they desire to extend the system of free rural postal delivery, and will test it under all conditions. Routes have been selected in New Jersey and Pennsylvania over stone, gravel, clay and dirt roads, and the results in each case will be carefully noted. It is obvious that they must prove most satisfactory where the work can be done most rapidly and regularly in all weathers-that is, on the best roads. In considering this question E. G.

Harrison, the government road expert says, "the advantages of delivering letters to factories and other industrial lic schools can be distributed to a great number of families through the pupils living remote from postoffice and carrier routes. Letters brought to the nearest school for mailing can be collected by the rural letter carrier to the nearest postoffice for mailing. Teachers can use these letters as object lessons in giving suggestions and instruction in regard to proper, plain and neat addresing, etc. In schools remote from postoffices, the teachers might, with advantage, be made stamp agents, and in this way families far away from postoffices can be supplied with stamps, stamped envelopes and postal cards. This will promote letter-writing and use of mails, and will insure more regular school attendfor free postal delivery. They need it. It will come with good roads and be a realize and appreciate.

To Cure Side-Slip.

It will bring joy to the hearts or English riders to know that "side-slip" can be obviated and nasty falls prevented by the use of a new composi- About 5,000,000 Bushels Taken by the tion, which is to be fed on the surface of the tire in some ingenious way as required, something as a railway en- to-day bought all of Joseph Leiter's gineer uses the sand-boxes on his lo- cash wheat in the Northwest, amountcomotive. When this peculiar ma- ing to 4,000,000 or 5,000,000 bushels. terial is fed on the tire, the momentary pressure of a roller attached to obtained that Armour will take up ail the brake is said to roughen the tread of Leiter's wheat. and make it non-slipping as well at puncture-proof.

Unequal Axles with Wide Tires.

Wide tires are not only good things, but their value is much increased if feet of water. The boys were on a they are used on axles of different raft which capsized. None could swim lengths, so that four distinct tracks are and all sank before help arrived. made by the wheels instead of two. A concern in central New York does been her condition if the great blizzard much heavy hauling with four-inch front and five-inch rear tires, and rear axles fifteen inches longer than the front ones. It carries four and five farmer build his roads; he is the party | ton loads, and keeps the road surface

J. M. Becker Hanged in the Public Square

at Great Bend. GREAT BEND, Kan., June 15, John M. Becker, the brutal murderer of Myrtle Huffmeister, was taken by a crowd of indignant citizens from the sheriff here at 8 o'clock last night, after a bitter fight, and hanged to a tree in the court house square. Fully 1,000 people witnessed the hanging. and a hundred or more took part in the bitter fight between the sheriff and deputies and the mob. The contest between the sheriff and the crowd, which had determined to hang Becker, lasted in one way or another for more than an hour, and was one of the most exciting occurrences ever witnessed in this section of the state.

The prisoner himself assisted the sheriff and fought with desperation after he recognized that his possession by the mob meant his suspension from a limb. Before Becker had surrendered he was beaten into insensibility by a small mob, which was cheered on to its work by hundreds of people, who had assembled in the long drawn out fight. Even after the prisoner had been hanged the mob retained possession of the town and refused to permit any one to cut him down until they were sure that life was extinct.

It was so'elsek when the noose was put around Becker's neck, and at 8:15 the crowd decided that life was extinct and rapidly melted away. Public sentiment is altogether with the mob and no convictions are likely to

On April 8, in broad daylight, eight miles southeast of here, Becker shot down, in cold blood, Miss Myrtle Huffmeister, aged 15, the daughter of a prominent farmer, because she would not marry him. He was about 50 years old and was working for her father. After firing five shots into her body, antil satisfied she was dead, he went to the barn, set it on fire, and ran

The father was away and only the mother was at home. Myrtle was outdoors hitching up her favorite horse to a buggy to go riding. At the first shot she ran to the house and got into her mother's arms, but Becker followed her and the last shots fired into her body in her mother's arms. He was captured four days later near St. John and taken up to the Hutchinson jail to avoid an expected mob. He has been in the Hutchinson jail ever since.

He belonged to a good family at Ma-rion, Ill., and had influential friends who were looking after his case. They were hopeful of getting him off upon the plea of insanity, and this the friends of Miss Huffmeister determined they should never do.

TO RETIRE SIX ADMIRALS.

Age Will Make Many Changes in the Navy in a Few Months.

WASHINGTON, June 15 .- Acting Admiral William T. Sampson, commanding the naval forces operating in the West Indies, whose actual rank in the navy is that of captain, will become a commodre on July 3, by the statutory retirement of Rear Admiral William A. Kirkland, commandant of the Mare Island navy yard, who is now the ranking officer of the navy.

In addition to Admiral Kirkland, five other admirals will retire during the next few months by operation of law on account of age. They are Admiral Joseph N. Miller, commanding the Pacific station: Admiral Montgomery Sicard, president of the war board; Admiral E. O. Matthews, president of the examining and retiring board; Admiral F. S. Bunce, commanding the New York navy yard, and Admiral C. S. Norton, commanding the Washington navy yard. With the exception of Admiral Miller, all of these officers are likely to be retained in their present places after their retirement during the continuance of the war with Spain establishments, particularly where because of the non-availability of oflarge numbers are employed, need not ficers on the active list to take their

MONTOJO TELLS HIS SIDE. Forced to Use Home-Made Torpedoes in the Battle of Manila.

LONDON, June 15, - The London Times this morning gives space to a two column account of the battle of Manila, including Admiral Montojo's version of the destruction of his fleet.

It contains nothing beyond what has already been cabled to the United States except the statement of Admiral Montojo that he intended to fight at Subje, but on finding that it would take at least a month to put Subic in a proper state of defense, he was obliged to return to Cavite. He blames the Madrid government for the disance." The rural districts are anxious aster, declaring that he had constantly made requisitions for ships and torpedoes, but nothing came. As a matpractical advantage which they will ter of fact he had, he says, no torpedoes except such as he constructed himself with bad material.

ARMOUR BUYS LEITER'S WHEAT

Big Chicago Packer.

CHICAGO, June 15.-P. D. Armour Semi-authoritative information is also

Four Iowa Boys Drowned.

OTTUMWA, Iowa, June 15.-Johnnie Whitaker, Erwin Wilson, Ray Lecter and Fred Jepsen are dead as the result of youthful sport on a pond with ten

To Try to Run the Blockade.

Kingston, Jamaica, June 15. - Despite Consul Dent's protest the government will allow the Purissimi Concepcion to load supplies and provisions for a Cuban port. She is destined for Havana by way of Batabanou.