

LED A DOUBLE LIFE.

A CURIOUS CASE WHICH IS EXCITING ENGLAND.

Was the Duke of Portland Also T. C. Druce?—Druce's Descendants to Lay Claim to the Dukedom—The Secret Passageway.



ONE 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 millions of money.

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.



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.

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.

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.

NOTES OF THE WHEEL.

MATTERS OF INTEREST TO DEVELOPEES OF THE BICYCLE.

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

THE time is approaching in the country towns 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 are worn down into some sort of fair condition.

Dr. Tristram stated that permission to open the coffin could not be granted without the written consent of the owner of the tomb. This Mrs. Druce's attorneys admitted had not been secured.

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.

Why Spokes Rust. Braoching 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.

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.

Free Delivery Depends on Roads. To promote the business, social and educational interests of the people are the objects of the road inquiry bureau and the postoffice department of the government.

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.



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.



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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.'"

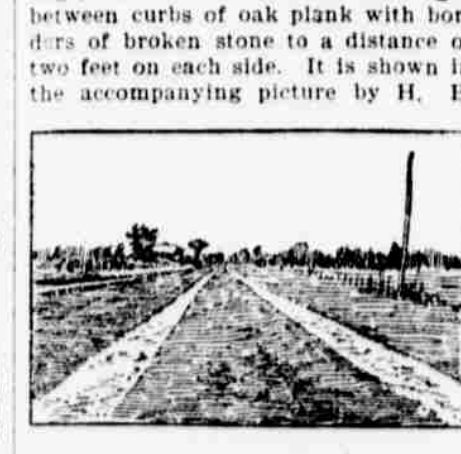
Such roads exist as a menace and a proscription. People will go some distance around rather than travel over them. They cast an odium on the community where they exist. They are an indication of shiftlessness, of lack of enterprise, and to a greater or less degree of the lack of good farming.

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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.

Circulation 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.

Unequal Axles with Wide Tires. Wide tires are not only good things, but their value is much increased if they are used on axles of different lengths, so that four distinct tracks are made by the wheels instead of two.

LYNCHED BY A KANSAS MOB.

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.

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 interested, and the continuity of the highway is but an incident.

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.

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.

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 approved pattern fitted with pneumatics is meant. Up hills the tricycle sometimes shows an advantage, for its more stable base allows of a fuller application of power by most riders, and its slightly lower gear is helpful.



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.

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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 commodore 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.

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.

ARMOUR BUYS LEITER'S WHEAT. About 5,000,000 Bushels Taken by the Big Chicago Packer. CHICAGO, June 15.—P. D. Armour to-day bought all of Joseph Leiter's cash wheat in the Northwest, amounting to 4,000,000 or 5,000,000 bushels. Semi-authoritative information is also obtained that Armour will take up all of Leiter's wheat.

Four Iowa Boys Drowned. OTTUMWA, Iowa, June 15.—Johnnie Whitaker, Erwin Wilson, Ray Leeter and Fred Jensen are dead as the result of youthful sport on a pond with ten feet of water. The boys were on a raft which capsized. None could swim and all sank before help arrived.

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 Batambou.