

THE RACE FINISHED.

MILLER AND WALLER WON THE GREAT CONTEST.

Walthour Captured the Individual Prize—Records of All Sorts Were Broken—Canadians Showed Up Well, and Are Prominent Among Prize-Winners.

New York, Dec. 9.—Chas. W. Miller, of Chicago, the long distance champion of the world, won the six day bicycle race which began at midnight last Sunday at Madison Square Garden. They rode with 2738 and 25 miles to their credit with Otto May, of Erie, Pa., and Archie McEachern, the Canadian, second. Louis Gimm, of Pittsburgh, and Burns Pierce, of Boston, were third at one lap behind the second men. Chevalier, the Frenchman, was fourth only two laps behind, and the fifth, separated from the Frenchman by two laps.

The team scores were as follows: Miller-Waller.....2,733.4
May-McEachern.....2,731.2
Gimm-Pierce.....2,728.1
Fischer-Chevalier.....2,727.9
Stevens-Turville.....2,727.7
Babcock-Stinson.....2,722.2
Schneider-Forster.....2,465.5
Holt-Walthour, the plucky little Georgian, whose partner, Jay Eaton, dropped from the contest on Tuesday, won the first prize for the highest individual score, having ridden 1,402 4-5 miles. He has been doing great riding in the last four days.

Walthour rode only 71 hours, which was his half of the 142 hours for the week. He was cheered for his plucky race, which he rode alone after Jay Eaton, his partner, had stopped.

The individual scores as given out tonight are as follows:—

Walthour.....	1,402 4-5
Turville.....	1,370.7
Waller.....	1,363.2
Stinson.....	1,379.3
Pierce.....	1,373.7
Fischer.....	1,369.1
McEachern.....	1,362.3
May.....	1,350.2
Chevalier.....	1,343.8
Gimm.....	1,324.1
Babcock.....	1,284.3
Miller.....	1,231.5
Stevens.....	1,261.9
Forster.....	1,261.9
Schneider.....	1,261.9
Amson.....	1,261.9

For their week of nerve-wrecking, record breaking riding, Miller and Waller, exclusive of individual prizes, will receive \$1,000; May and McEachern \$700; Gimm and Pierce, \$400 and the others \$300, \$200 and \$100. Walthour will receive \$500 for the individual championship.

The first big excitement of the afternoon occurred at 3:20 o'clock. The contestants were in a bunch going around the track at a great pace. Suddenly at the turn Fischer and Babcock went down. Miller, May, Stevens and Walthour were in the first row and Gimm and Schneider and the others behind. Miller saw his advantage and set a wild pace with the crowd after him. He sprang at a terrific gallop and the first row gained one-third of a lap by this sprint. Three minutes afterwards to add to the excitement, the race was stopped. The referee called the race off, and the race was taken in bad grace by some of the riders.

The scene at the Garden at 10 o'clock was exciting when the winners swept over the line, ending one of the most sensational contests of its kind ever given in this country. Ten thousand people saw the finish.

From 6 o'clock to the end the pace maintained was heart-breaking. It was a continuous series of sprints, first one and then another of the riders electrifying the crowd with a terrific burst of speed.

All the teams worked in 15 and 20 minute relays, but frequently one man relieved his mate in the middle of a half-raising sprint.

The last 10 minutes of the race were ridden at a record breaking pace, first one and then the other of the leaders going to the front and setting a terrific clip. Beginning the last lap, Fischer had been trailing the bunch, suddenly shot to the front and he crossed the finish line three lengths before Babcock, who had been lying in fifth place during the long sprints. McEachern finished third and Champion Miller was fourth.

After the race the 17 prize-winners were paraded. Walthour the individual prizewinner, who finished riding at 7:41, also paraded and then the crowd gave his heartiest welcome.

The best previous record for 142 hours was made by Miller in the Garden in 1898 when, in a six day race, he rode 2,190 miles and 660 yards. The combined mileage of Miller and Waller for 142 hours therefore beats Miller's record by 543 miles.

CURIOUS OLD BUSINESS LETTER.

Sent in the Days When Weight Was a Big Consideration.

"In looking over some old papers the other day," said a wholesale merchant of this city, "I ran across a very singular document. It was a letter of instruction sent forty years ago by one of my uncles, then in St. Louis, to his agent in San Francisco, Cal. It related to the disposal of a lot of goods which had been shipped

by way of the Horn, and, although it contained over 1,500 words and a copy of good-sized invoice, it was written on just two sheets of paper. The paper itself was a sort of tough, opaque tissue, very thin and light, and when folded into an envelope slipped easily into an envelope three inches wide. Why it was gotten up in such a peculiar style was explained by the stamp in the corner of the letter, which was the old 'pony express' series of Wells, Fargo & Co., and was embellished by the picture of a man on horseback, spurring at a dead gallop across the plains.

"I knew, of course, that the Pacific Mail of the period was carried by relay express riders, but I never before realized what great pains were taken to reduce the weight to the lowest possible point. I am told that the letters were stored in little flat pouches under the flaps of the saddle, and that they were always written on specially prepared tissue. The one I have described must have occupied an expert clerk several days, for the penmanship, while microscopic, is legible as print. The stamp was of the denomination of fifty cents, and, taken altogether, it would be hard to find a striking reminder of the astonishing progress that has been made in this country in a trifle over one generation. Every thing about the little brown letter—its lightness, its compactness, and the cost of the carriage—spoke of dangers, difficulties and rude primitive conditions.

"It is difficult to realize that the route it travelled is now the great highway of a thousand rushing trains, bearing the transcontinental commerce of the country."—(New Orleans Times Democrat.)

DRIEDOUT'S HARD HEART.

But He Had Children, and That Was Why He Relieved the Glencairn's Master.

They said of him in all kindness that he was the meekest man along the whole water front. Numerous shiphandlers had to take him to the courts to recover bills shaved down to nothing; there wasn't a stevedore but libeled the ship the minute the hatches were put on; he goaded a tugboatman until the tugboat made him a present of his bill, but he never had a quarrel with the pilots because his ships were American bottoms and piloted in that case was not compulsory.

Even the "crimps" and boardinghouse runners considered it a crime to be seen talking with him, and the dock rats manipulated their port helms to give him a wide berth on the sidewalk. On the top of this earth his family were the only ones who really loved him, and the youngest went down on their knees at night and prayed for him. Such is the confidence of the innocent that he was a man agreed. There wasn't a decent piece of manila aboard of his ships, and the food was such as to fire the blood of a stout crew to mutiny.

The newspapers gave a lot of space to accounts of how Captain Tophamer, of the Illinois, saved the life of the Glencairn, British tramp. It was a wild Sabbath morning, and Tophamer had to stand by until the following morning, a splendid charter at 27 cents the case was awaiting his arrival here, and the day days were almost ready to begin. Good cargo was to be loaded on the ship, and sometimes a man is not justified in wasting more than a few hours a shipbroker.

The ships that make a lot of money are the ones that do not save life. That was old Driedout's calculation. He was a captain of the Glencairn, an assumption of authority, he didn't say anything to Tophamer. South street whistled significantly at the launch that the Illinois had spent three whole days in affecting the rescue, and old Driedout whistled another kind of a bar when he learned that the ship had been smashed alongside his barque before the third and last was made to go steady and bring the Glencairn's people alongside. So he told his skipper it was a shame to smash expensive boats in that way, and the least thing the owners of the Glencairn could do would be to pay for them.

Tophamer kept his temper down, and then went to a neighboring saloon for solace. That afternoon he went off on a cruise among the boatloads of the Glencairn, his bill of lading called for. It was the same day that the Humane Society gathered him together on the Martine Exchange and gave him a gold medal for smashing the lifeboats. And the merchants of the floor, knowing the weakness of every man's character, made pretty speeches about him and shoved a purse into his hand.

With this purse he went back to the South street wharf and paid in advance for the finest lifeboats that the Illinois had ever dreamed of possessing off shore or on. And he carried the receipt of bill back to old Driedout, and the bill was made out "To the Owners of the Glencairn."

The boat will be alongside tomorrow," he said to old Meanness. "Do you think we will get any demurrage this trip?"

"I hope so," said old Driedout, in that croaking voice of his. "But, captain, this boat business puzzles me a bit. I had the master of the Glencairn in here to see me this morning, and man alive, I found him every penny he had in the world was in that craft, and he hadn't as much as the price of a cable home. He tells me that he lost his little girl in Glasgow yesterday, and, see here, Tophamer, I don't know where he borrowed this money to pay for my two boats, but do you think it would be fair for me to keep it? Nor do I. So, if you will take my check for this amount and leave it at the British Consul's for him, I'll be much obliged. You know I had to discharge my office boy last week. He burned too much coal. Don't forget to leave it at the consulate. I think he is hard up."

And South street refused to believe this because it was true.—(Brooklyn Eagle.)

PARRBORO SCHOONER ASHORE.

Machias, Me., Dec. 8.—Schooner Roland, Captain Harrington, from Parrboro, N. S., for Boston, with a cargo of lumber, went ashore on the south side of Hog Island, and Machias Bay, at an early hour this morning in a southeast gale and was blown off by the tug Jones on the high tide today. The extent of her damage is not yet known. The Roland was registered in Parrboro in 1889 and registered 92 tons.

FROM EUROPEAN CAPITALS.

UNREST IN ENGLAND OVER THE SLOW ADVANCE IN AFRICA.

A Victory Will Restore Confidence—Chamberlain Criticized but Firm—French Political News—German Legislation—Five Australian Governments Defeated.

London, Dec. 9.—What with the growing inclination to be sceptical over success that leave the Boers able to fight just as hard the next day, with the storm of disapproval raining from all quarters on Mr. Joseph Chamberlain and his reasonable alliance speech, and with the realization of the difficulties which beset the task of conquering the Boers and wiping out Afrikaner dissatisfaction, the position of the British government at home and in Europe has by no means been strengthened. The decisive victory which is certain to come and effectually compel the Boers to vacate the scene of British operations and enable the British to achieve their subsidiary objectives, the relief of Kimberley or Ladysmith, will quickly banish this feeling. That all is not right which is criticism is heard even among the government's staunchest opponents, but while awaiting the decisive victory, the feeling of uneasiness is bound to increase. The anxiety which is well informed quarters, that previously spoke optimistically of Cape loyalty, now regretfully admit widespread colonial dissatisfaction, is not likely to be connected among the British residents. It appears that the British forward movement is retarded by the political conditions prevailing in the territory through which the lines of communications pass than by the Boers, who hang like bulldogs on the advance flanks. That the British will be relieved and shortly, is now taken as a matter of course, though in the same breath it is admitted that one of the most decisive engagements must be fought before this is accomplished. With wonderful mobility, the Boers are enabled to take up one after another, carefully selected positions, in other, carefully selected positions. From time to time, however, the British generals attack them, they are tiring after inflicting severe loss, to apparently, previously prepared.

Chamberlain Firm.

Mr. Chamberlain shows no signs of repentance or desire to recant his Leicester speech. When questioned by a representative of the Associated Press, he said: "I have nothing to add to what I have already said." In the meanwhile, Lord Salisbury has refrained from making any statement to offset his colonial secretary's remarks.

The storm raised by Mr. Chamberlain's speech in France and the excellent political generalship he has exhibited is a matter of general comment. It would appear that France is settling down to a period of genuine business and that she is determined to bury her internal dissensions, at least until the exposition is over.

German Legislation.

Berlin, Dec. 8.—Next Tuesday will be a great day in the Reichstag. The budget debate will open and Count Von Buelow will make a full presentation of the present status of Germany's foreign policy. He will dwell particularly on Samoa and the Transvaal and will frankly acknowledge the high value he attaches to the fully established cordial understanding between Germany and the United States and Great Britain. He will also show the absolute need of a powerful Reichstag will give Count Von Buelow flattering evidence of its confidence. Another interesting result is that the Emperor declines to confer personally with him, but uses Dr. Lucanus, chief of

the civil cabinet, as a go-between. Dr. Miquel has not yet lost all hope, but, as a last remedy to regain favor, he proposes to create a new working majority in the Prussian diet, which convenes Jan. 9, by coalescing the Conservatives and Centre and winning the latter by a motion to restore the paragraphs in the Prussian constitution which were obliterated during the Kultur-Kampf, giving the Catholic and evangelical churches in Prussia full control of church property.

It is probably not too much to say that President McKinley's message will have a lasting effect in cementing American-German friendship. A pronounced cordial and amicably tone towards the United States has become general in the German press.

Australian Ministers Turned Out.

London, Dec. 9.—With the other nations of Europe, the Australian ministers have resumed their monthly diplomatic negotiations with the Vatican.

The past summer, the terms of which have been carefully guarded, have at last been printed. They were transmitted to the Senate on Tuesday and will be taken up for consideration by the Senate committee on foreign relations at the first meeting of that committee, which will probably be held next Wednesday.

The Treaty with Great Britain.

The French convention is made applicable to Algeria and its products as to France and its products. The general terms of all the treaties are the contracting parties shall during the continuance of this convention increase the duties upon the importation of merchandise, the increase shall be without discrimination against the products of the other.

There are variations of this provision. The French treaty provides that "any regulation of the duty of tariff act of 1897 upon sparkling wines or upon certain articles of woollen manufacture, imported into the United States from any other European country shall be immediately extended to the articles when imported from France."

Export Duties.

Article 3, of each of the British treaties provides against export duties or other charges upon exportation by either country.

Article 5, in the British treaties provides for the ratification of the treaties by the president and the Senate on behalf of the United States and by the queen on behalf of Great Britain after favorable action by each of the colonies interested.

The Barbados, an exchange of ratifications within eight months is provided for. In the case of the Barbados treaty 12 months.

All the treaties are to continue in force for five years and from year to year thereafter at the pleasure of the contracting parties.

RECIPROCITY TREATIES.

AGREEMENTS OF THE UNITED STATES, FRANCE AND GREAT BRITAIN.

Commercial Contracts Entered Into by These Three Countries Not Before Published—England and the United States Agree to Abolish Export Duties.

Washington, Dec. 9.—The reciprocity treaties negotiated between the United States and France and between the United States and Great Britain during the past summer, the terms of which have been carefully guarded, have at last been printed. They were transmitted to the Senate on Tuesday and will be taken up for consideration by the Senate committee on foreign relations at the first meeting of that committee, which will probably be held next Wednesday.

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The French treaty provides for a termination of its obligations by either party six months after notification in case either of the contracting parties changes the relative conditions by legislative action.

The terms of the French treaty, as applicable to specific articles, have been immediately extended to the articles when imported from France.

The Associated Press despatches, France granting on her part the right of admission of American products at the same rates of duty with a few exceptions, and the United States making reductions on articles of French origin of from 5 to 20 per cent.

A GREAT IRON MINE.

The Hematite iron deposit on Bell Island, Conception Bay, Newfoundland, is one of the most remarkable in the world. And one needs a description of the mine. The mine is a description of the mine. The mine is a description of the mine.

PROTECTION AGAINST CATS.

The loss of many fine birds in the open cages at the Cincinnati Zoo, killed by cats, has prompted the superintendent to adopt a further device to destroy the enemy. He has put up two lines of wire around the enclosure at the rear of the monkey house. Those he has charged with electricity from the electric car line near by. When a feline cat tried to climb into the cage the wire stopped him and he was found dead by the keepers next morning.—(Buffalo Commercial.)

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ST. JOHN, N. B.

P. F. Archibald Dead.

CHARLOTTETOWN, Dec. 8.—The death occurred here and only this morning of P. F. Archibald. He went to bed last night apparently in as good health as usual, and was alive at 6 o'clock this morning. Three hours later, however, he was found dead in his bed. The body is to be forwarded to Halifax for interment. Mr. Archibald was well known in Charlottetown. In 1890 he came to Charlottetown and took charge of the Queen Hotel.

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