

# PHYSICAL CULTURE AND SELF-DEFENSE

By ROBERT FITZSIMMONS

Champion Middle-weight Fighter of the World; Champion Heavy-weight Fighter of the World, 1897-1899; Instructor and Lecturer on Physical Culture, Etc., Etc.

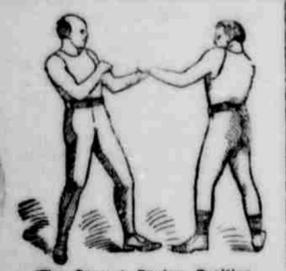
## PART II--ARTICLE III

### The Poise in Boxing.

In my first lesson in boxing I told you how to use your feet. Now, we will suppose you have learned that correctly, and we will go to the next lesson: How to hold the body.

The body of a boy or man in the boxer, it is from there that all the steam comes that moves the machinery, the arms and legs. No matter how big and strong the arms and legs are, they will not be able to do anything unless the body gives them its power. So you see how much care you should take of the body. There is no exercise that will do so much to make the body strong and healthy and full of steam as boxing.

Care must be observed not to do anything to offset the benefit of the exercise, such as smoking cigarettes or chewing tobacco. As for drinking beer or spirits, no one of common sense will do that. Then, when the



The Correct Boxing Position.

body is clean and full of vitality, there is always a feeling of cheerfulness and good nature. There is no desire to be quarrelsome. No one should learn to box so that he may bully or over others, but that he may defend himself from attack, and for the health and strength that the exercise gives.

### Wrong Beginning.

It is natural for the American boy to box. He picks up a bit of the art himself in sparring with his playmates. But the trouble with this is that he is likely to begin all wrong, and then he has to unlearn all he knows before he can learn the right way.

Quite recently I saw a case in point. Two boys, without the knowledge, attempting to box. The way they held the body, feet and hands was all wrong. The style of one boy was worse than that of the other. He held his body away back. A gentle push would have taken him off his feet. He had no brace with the body to back up the force of his own blow or to stand against that of his playmate.

The other boy was too stiff and his shoulders too square. Neither of the boys could move about quickly and easily. They were not supple or graceful. They did not have that sure movement of the body which gives to it so much health. Movement is fuel to the body. Where there is plenty of fuel there is plenty of steam.

It is taking your stand for a "bout" with the gloves let the body lean a little bit forward from the hips. Have all the muscles loose. Put the left side forward. Do not stand with your body square to the opponent; it gives him a wider target to hit and does not allow you the swing of the body and shoulders which you need in order to strike a good blow.

Hold your shoulders down, the left one particularly. This gives you some length of reach and ease of arm movement. Keep your left arm out, but not straight. Always have your elbows bent a little. A perfectly straight arm is easily hurt. If the arm is bent a little at the elbow it gives it strength and quickness of action.

Swing your body with the waist as a pivot. Do not have it "set," that is, held rigid. Always keep it swinging, not so hard as to tire you, but so that it is ever ready to start in any direction. The body can start much quicker if it is moving than if it is still.

### Getting Away From Attack.

A boxer with his shoulders about his ears and his body held rigid cannot move quickly. When you jump back from an attack to alter the position of your body, in other words, go back with the body held in the



Stopping a Right-Hand Body Stop.

same manner as when you began to spar. The reason for this is, that when you land away, on your feet, you are still in a position for either attack or defense should your opponent follow you.

The man who would evade an onslaught by thrusting back his head and body so that he is almost falling backward is all wrong. His adversary could follow the attack and

### Fill the Lungs.

When boxing, keep your stomach in and your chest out; not stiffly, but naturally. It may be awkward at first, but you will soon learn how easy it is, and wonder how you ever stood any other way.

By keeping the stomach in and the chest full of air you enjoy all the lung strengthening benefits of boxing and keep the stomach out of harm's way. That part of the body is always a point of attack and should be protected.

I will next tell you how to hold the hands while boxing.

### Position for the Hands.

In my last chapter I told you how to hold the body while boxing. The position of the body plays a most important part in the art of self-defense. Now, that you have learned the correct way of holding the body, I shall tell you how to hold the hands.

In boxing never have the muscles "set" and tense. Always have all the muscles of the arms and body and legs loose and ready for action. Hold your hands open. Never close your fist, except at the moment when you land a blow. The reason for this is plain; holding your fist closed strains the muscles of the forearm and uses up a certain part of your strength unnecessarily. Always remember that you should never use any physical force until the moment arrives when you need it. Do not have your muscles strained and rigid. Keep everything loose. It is easy to do so, and the best exhibition always comes from a man who is not muscle-bound. In landing a blow remember this particular piece of advice: never hit with the thumb. Always keep the thumb up, and when you land a punch have the impact and your opponent's head in such relation that your hand will not be injured, that is, use the first two knuckles of the hand.

In hitting a blow never close the hand until the blow is landed. The reason for this is that it strains the muscles of the forearm and tires the boxer needlessly. Holding the hands open not only relieves the muscles from any unnecessary strain, but keeps a wider space of glove always ready to defend from attack.

Now, in stopping a blow there is a wrong and right way. Always turn the palm of the glove outward in stopping a blow. Keep the hand open. This presents a larger surface to the glove of your opponent and will do more to prevent his blow from landing than if your fists were closed.

In guarding always keep your elbows close to your sides. This takes



This Movement is Called "The Slip." Resorted to in the Face of Targeted Punishment.

in the benefit of the forearm, and if the glove be held close to the face all that side of the body is protected. Never land a punch without having the block ready to meet the counter. Every time you start a punch remember that your opponent intends to come back with another punch.

The particular art of the game is to land a blow without a return; but every time you make an attack you render yourself liable to an offensive demonstration from the man with whom you are sparring.

One of the best uses of the hands in boxing is not to use them. When a blow is struck the proper way to avoid it is not to stop it with the hand or forearm, but to "slip" it. By "slipping" a blow, I mean that you should get away from it in such a manner that no part of your opponent's arm touches you. This is known as "ducking" and "side-stepping." For instance, if your sparring partner swings his right for the side of your face, lower your head and let the blow go over. Do not "duck" in toward him. Let your head go under the blow and away from it to the side. This prevents your opponent from landing you an upper-cut, which he would do if you were close enough to him.

Always remember that the hands are a most important factor in boxing. Never land a blow that will hurt the hands. When you land a straight punch, keep the thumb up. When you swing, always keep the knuckles up. A blow is landed with the first two knuckles of the hand.

There is another thing to tell a young man if he wants to succeed in boxing. Take your chance when you see it, and hit from where your hand is.

Why do I win fights? Because I see the chance when it comes, and I take it.

Every little while a man leaves himself open, but it is only for a second—it is not even a second, it is less than the tenth part of a second. You must seize that chance and strike the instant you see the opening.

The foolish fighter draws back his hand to hit harder, but by the time he has drawn his arm back the man has

### DEATH OF COL. GRAYSON

Some Additional Facts Relative to His Sudden Demise.

### WANTED IN BOSTON

Yesterday afternoon The Citizen reported and published a brief dispatch from Silver City announcing the death of Col. Charles F. Grayson, known in the east as Moody Merrill, in that city from pneumonia.

Col. Grayson was sick only a few days, and a death occurred at his apartments at the San Vicente hotel, Silver City. He was a native of New England, about sixty-three years of age and for twenty-five years or more occupied a very high position in financial and political circles in Boston, where he was known as Moody Merrill. His history both in New England and in New Mexico is quite familiar to the people of this territory. He was a good friend of southern New Mexico; for many years a banker at Silver City and was heavily interested in many other worthy enterprises at Silver City and in Grant county. Two years ago he managed the refunding of the Grant county debt on a five per cent basis and at the time of his death, was endeavoring to refund the Santa Fe county railroad debt into three per cent bonds.

When the news of the sudden death of Moody Merrill alias Col. Charles F. Grayson reached the east, the following Associated Press dispatch was sent out last night from Boston, Mass.: Boston, Mass., 24.—Moody Merrill was under indictment in Boston for embezzlement, carried on about ten years ago. He was arrested on this charge in New York a few months ago, and was admitted to bail in Boston, but he disappeared before his case was called.

The telegram announcing his death was the first intimation of Merrill's whereabouts since he failed to answer to the indictment found against him. The police had been exerting themselves in vain in an effort to find the man. Merrill had made and lost several fortunes.

In 1868 to 1871 he was a member of the Massachusetts house of representatives and also served in the state senate. His ambition was to be mayor of Boston. In the fall of 1890 he succeeded in defeating Thomas N. Hart for re-nomination by the republicans, but he lost at the polls to Nathan Matthews, Jr., the democratic nominee.

In New Mexico, under the name of Colonel Charles F. Grayson, Merrill carried on extensive and profitable business ventures.

### MARKET LETTER

Special Correspondence. Kansas City, Mo., Dec. 21.—Cattle and calf receipts at Kansas City last week amounted to 45,000 head, against 41,500 head same week last year. Proportion of range stuff was small, but about what is expected at this season. Fat steers broke badly, losing 25 to 40 cents, and reaching the lowest point in the past seven years. Western steers sold from \$3.50 to \$4.25 mostly. Canners and range cows lost very little, the best fed cows losing most. Stockers and feeders met a good demand in spite of the bad market on beef steers and prices closed the week about like close of previous week, with a range from \$2.50 to \$2.50 for bulk of sales. Stock cows sold them, and fairly good heifers were to be had around \$2.00. Today's run is only 6,000 head, giving the market a needed rest. In consequence, prices are 15 to 25 better than the bad markets of last week. Most of the gain today is on beef steers. Cows are 10 to 15 cents better, stockers and feeders are lively at strong to 10 cents highest prices. Stock calves remain dull, but veal calves are firm and wanted.

Sheep and lamb prices received a black eye last four days of last week especially Thursday and Friday. Killing Linds were off 25 to 40 cents, most of this on fed yearlings and least on lambs. The break, though, did not affect feeding grades, of ewes from Rocky Ford sold at \$3.35, 81lb, Monday, and would have sold at about \$3.10 last of the week. Fed yearlings received \$4.40 Tuesday. Wethers from Green River, Utah, 115lb, brought \$2.40 and ewes in same shipment, 117lb brought \$2.25 Tuesday. Other Utah wethers brought \$3.50, 90lb, and feeding lambs, 60lb, sold at \$3.75, Wednesday. Fed western wethers, age 4, sold as high as \$3.95. Stock ewes from New Mexico brought \$2.20. Today the run is light, and prices are about like the close of last week.

### POLICE COURT.

E. O. Myers, an employe of the Corralitos coal yards, was before the court this morning charged with assaulting a fellow laborer. He pleaded guilty and was fined \$10.

Two natives were before the court, charged with bad liquor. Five days each was the comment of his majesty, the court.

H. B. Thayer, who had been in charge of the operations of the Santa Rita Mining company at Santa Rita, Grant county, and who recently resigned his position as manager of such company, passed through this city the other day for New York City to accept a responsible position with the Amalgamated company. Mr. Thayer's departure is a source of sincere regret to the people of Grant county.

All Ready for "Parisian." New York, Dec. 24.—After elaborate rehearsals, extending over a period of two weeks, and the expenditure of more than \$100,000, this evening sees the initial presentation in America of Wagner's "Parisian" at the Metropolitan opera house. The performance begins at 5 o'clock and the first act will last until about 7 p. m., when there will be an intermission of about two hours for dinner.

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# Railroad Topics

J. G. Chavez, claim agent for the Rio Grande division of the Santa Fe, came in from the south this morning. The railroads of the country contribute more than \$50,000,000 in taxes annually to the support of the government.

J. F. McNally, superintendent of the Rio Grande division of the Santa Fe, with his stenographer, arrived in his private car this morning.

F. T. Becker, assistant engineer for the Santa Fe at San Marcial, came in this morning accompanied by Mrs. Jecker and her sister, Mrs. Woodruff of this city.

Owing to the delay in getting out the annual clergy permits for the year 1904, the Santa Fe road will honor 1903 permits up to and including January 31, 1904.

The Santa Fe is reported to have ordered 6,000 tons of steel rails from the Lackawanna Steel company at \$28 per ton, with a guarantee against a decline in the price.

During the year the Illinois Central Railroad company has ordered 174 new locomotives of which ninety-nine have been received. The total cost is close to \$3,000,000.

Ernest Franz and Albert Rife, two boiler makers from Baton Rouge who were out of work on account of the burning of the La Junta shops, have arrived at Las Vegas and gone to work.

W. E. Taylor, head foreman of the Las Vegas round house, left for a ten days' visit to Kansas City, where his family reside. In his absence Frank Hockett has charge of affairs in that department.

On and after January 1, 1904, no free or reduced return transportation will be granted by the Santa Fe system lines to attendants of livestock and no refunds will be made of fares paid by parties going after livestock.

The work of lengthening the stalls of the local round house so that the big 500 engines can be housed without any part of them being left exposed to the weather is now about half done, and the round house presents a very dilapidated appearance. It looks as though a small cyclone might have passed through it.

The San Bernardino Sun says: W. D. Grout of Albuquerque has arrived here and will probably go to work in the car shops. He is a brother-in-law of Wayland Smith, foreman of the air department. Mr. Grout left his family in the east, but will send for them should he decide to locate here.

The news of Hugo Schefer's resignation as master mechanic at Needles has been confirmed. Who is to succeed to the position is as yet an uncertainty, although it is rumored that a Northern Pacific man has been looked for the place. Mr. Schefer will probably go out the first of the year.

William P. Clarke, industrial agent for the Santa Fe Central, has returned to Santa Fe from a trip through Colorado, where he was soliciting freight business and finding a market for the salt which is being taken out of the salt lakes tributary to the Santa Fe Central route at Estancia.

The Lantrys have almost completed their difficult contract in the canyon of the Gallinas, says the Optic. The railway extension has been graded to the end, but a small portion of the rock cut still remains to be drilled through. The extension leads through an enchanting mountain district. The beauties of the ride to the end of the trolley line will be greatly enhanced. It is expected that the last bit of work on the Lantry contract will be completed by January 5, and that the laying of the rails will begin immediately thereafter.

Registering System.—It has become known among railroad men that the Santa Fe, with the co-operation of other roads, has devised a system for registering passengers which, it is stated, will curtail the speculations of dishonest conductors and add to the profits of the companies. Although details of the plan have not been made public, it is known that the plan is to register all passengers upon going aboard trains and check them off upon leaving the registration and checking to be done by station employes instead of any member of the train crew or train agent.

Albuquerque Eastern.—Colonel W. S. Hopewell, general manager of the Albuquerque Eastern, returned early this morning from Albuquerque, where he was on a business trip in connection with the Albuquerque Eastern. President W. H. Andrews of the Santa Fe Central, arrived in the Capital City last evening from Albuquerque, which was his first objective point in New Mexico after a six weeks' absence in Pittsburg, Chicago and other eastern cities. He says work on the Albuquerque Eastern railway and the road to the Hagan coal fields will be commenced at once.—New Mexican.

May Lose His Sight.—William Brown, a machinist apprentice at the San Bernardino shops, met with a painful accident while at work the other morning which will probably cost him the sight of his right eye. While at work on a lathe a bit of steel turning flew into his eye, penetrating to the iris. He was taken with all haste to the office of Dr. Baylis, the company surgeon, who dressed the eye as best he could and then sent the man to Los Angeles. There the turning was removed by means of an immense magnet purposely made for such operations. The eye is in very bad shape and will probably have to be removed altogether.

Waitress Died on Train.—The other day there died on the west bound overland Miss Julia Peterson, waitress, for some time employed by the Harvey restaurant company at Ash Fork, says a dispatch from San Bernardino. Death is said to have been due to the neglect of a head waitress who refused to her the attention of a physician while she was suffering from suffocation caused by a temporary throat ailment. It is claimed that passengers

on the car were not permitted to attend her wants and that after the body reached Los Angeles the head waitress would have had the remains buried in the potter's field had not the neighbors interfered and paid the funeral expenses. Her home was in Kansas City.

### Winslow Railroad Items.

El H. Harlow, master mechanic at Point Richmond, Cal., stopped off a day here last week to visit Master Mechanic Drury.

Navajo Long No. 337, Boiler Makers & Iron Ship Builders of America, will give a dance at the Winslow opera house on New Year's eve (Thursday, December 31st).

F. W. Hall, the special officer of the railroad company, has been suffering most the week with a severe cold, having contracted the same at the freight train wreck near Hibbard last Sunday night.

Ed Abbott, car inspector at Williams, came up from that town Tuesday night, accompanied by his family as far as here, they being en route east to visit relatives for the winter.

A freight train in charge of Conductor Grimshaw last Sunday night, met with a mishap at Hibbard, a station west of here on the Santa Fe coast line. By a breaking of a car wheel seventeen cars were derailed and trains from the west were delayed several hours. None of the train crew were injured.—Winslow Mail.

Record for Slow Time.—Conductor Fisk holds the record for long time runs between Emporia and Newton. He left Emporia on the morning of December 14 with a "drag" and reached Newton in the afternoon of the 16th. The crew tied up for rest at Peabody after being out nearly two days. Seventy-two miles in thirty-six hours is certainly swift. Business is so rushing nowadays that it is a wonder a drag is allowed to get on the right-of-way.—Emporia Gazette.

### DALLAS TO ROSWELL

TEXAS, NEW MEXICO AND WESTERN WILL RUSH CONSTRUCTION WORK.

It begins to look as though there might be something in the project of building a railroad from Dallas, Texas, to Roswell, this territory. The directors of the new road met in Dallas the other day, and the News of that city had the following to say:

Yesterday afternoon the directors of the Texas, New Mexico and Western Railway company, the new company organized to build a line due west from Dallas to Roswell, N. M., met in the office of the attorneys for the road and transacted some important business. E. P. Spears was elected president and general manager, Charles Steinmann vice president, and M. J. Hoyle general superintendent of work of construction. J. A. Wilhite was appointed temporary secretary to take the minutes of yesterday's meeting. Another meeting of the directors will be held in Dallas December 21, when the other officers of the company will be elected and other preliminary work accomplished.

"We shall begin the work of construction soon after the holidays," said President Spears last night. "And when the work is begun it will be pushed."

"You know we shall go along a line west from Dallas to Roswell, N. M. The road will go through a lot of fine general farming country. There are many good towns along the route, and more will be developed. We have already received a great many offers from towns that will give large bonuses for the line. The general offices of the road will be in Dallas."

### NORTH POLE RAILROAD

What the White Pass & Yukon Railway Has to Contend With.

The annual report of the White Pass & Yukon, the most northerly railroad, is extremely interesting as affording the first official sketch of the troubles that afflict this very peculiar railroad. It is noteworthy that trouble seems to sit lightly upon the men that are running the road. In 1902 they paid a regular dividend of 5 per cent and a special stock dividend of 25 per cent. 1903 earnings had fallen off to such an extent that the total amount available for dividends was reduced to \$254,876.

Even in the face of this truly disappointing showing the president and directors appear cheerful. The former dwells upon the bright features of the year and sketches in the causes that led to the big decrease in earnings, closing with the remark that things might easily have been worse and will probably be better next year.

The rail division carried 16,659 passengers and 28,995 tons of freight. The average load per car was 9.77 tons and the average haul per ton was 198.9 miles. The river division carried 7,066 passengers and 71,847 tons of freight. The fleet steamed 112,388 miles during the year and served 178,539 meals aboard the boats. Considering the small tonnage, the earnings are something immense, looking at the matter from the standpoint of the American railroad. Nothing is said to hint at the rates charged, but they must be something startling. Expenses of "conducting transportation" show something less than 29 per cent of total gross.

The mangled remains of a man were found on the Southern Pacific track at Castle switch, eight miles north of Stockton. He had been run over by a train and his body cut to pieces. It is thought the man was robbed and thrown from a train.

### MORE PRETTY WINDOW DISPLAYS

OTHER PLACES OF BEAUTY THE CITIZEN COULD NOT VISIT AND DESCRIBE YESTERDAY.

O. W. Strong's Sons have another place peculiarly adapted to window display, and they have fully utilized it for showing off their house furnishings. Rows of elegant lamps in all shades of red, green and yellow illuminate the scene, while Morris chairs, extra fine rugs and some beautiful children's furniture complete the embellishment. The Messrs