

A HALF MINUTE FIGHT.

Peter Maher Knocked Out Steve O'Donnell in Short Order. New York, Dec. 28.—It took just 27 seconds' time for Peter Maher, the Irish pugilist, to again demonstrate his superiority in ring tactics and hard-hitting qualities over Steve O'Donnell, the Australian boxer, in the arena of the Greater New York Athletic Club at Coney Island today.

O'Donnell was the first to enter the ring. He climbed through the ropes at 8:30 o'clock, clad in a gray-colored bath robe. His seconds were Sam Fitzpatrick, Billy Madden, Mike Butler, and Gus Rubin, the Canton, O., giant. When Maher emerged from his dressing room five minutes later a cheer went up which shook the building. As soon as he got into the ring Maher bowed his acknowledgment for the warm welcome extended to him, and he never looked better in his life. He was escorted by Peter Lowry, of Dublin; Peter Burns, of Harlem, his sparring partner; and Jack Quinn, of Brooklyn. Maher weighed 177 1/2 pounds, and O'Donnell 181 pounds. The men shook hands at 8:45, and Referee Aleck Brown lost no time in bringing them together.

There was intense silence when the men put their fists up and Maher rushed across the ring almost to O'Donnell's corner. Both sparred for a few seconds, and O'Donnell led with his left for the body. Maher blocked his blow with his right glove. Peter then jabbed his left hand on the chin and landed a heavy left swing on the face. This staggered O'Donnell, and he seemed to be unable to avoid Maher's rushes. Maher sent O'Donnell to the floor with a hard left on the chin, and the Australian stayed down a second.

As soon as he got to his feet O'Donnell assumed a defensive attitude, but Maher quickly sent his left once more over the chin, and as O'Donnell was falling caught him quickly with a half-knock, knocking the Australian down. Steve rolled over on his back in a helpless condition, and the referee slowly counted him out. The big Irishman stood about twelve feet away from his fallen opponent while the referee was counting off the seconds, and as soon as the referee tallied ten a tremendous shout went up from 1,800 people who had watched the brief encounter, and the band played "The Wearing of the Green" in honor of the victor.

A Fire in San Francisco.

San Francisco, Dec. 28.—Fire this afternoon destroyed the plant of Francis, Valentine & Co., one of the largest printing firms in this city. The fire broke out in the basement, occupied by the Commercial Light & Power Company, and spread to the first floor, where the Rowell Bookbinding Company was wiped out. The upper floors were occupied by Francis, Valentine & Co. Their presses, which were insured for \$30,000, were slightly damaged, while the stock and wood cuts were nearly destroyed. The total loss will probably be under \$50,000. Two years ago today the same building was burned. The fire was more disastrous, for the Call was burned out and the building had to be reconstructed. Today Peter McCabe, a fireman, fell from the two-story building adjoining and was badly hurt. No bones were broken, but internal injuries are feared.

Simon Was Despondent.

San Francisco, Dec. 28.—Despondent over his failure to obtain employment, Simon Brauer, a German, 22 years old, attempted to commit suicide early this morning by hanging himself from a timber extending over a tank wall, at the old reservoir on Reservoir hill. He tied one end of a small rope about the timber, the other about his neck and swung himself off the curb of the well. The rope broke, however, and he fell fifteen feet to the bottom of the well, badly spraining his ankle. Having failed in his attempt to end his life, and becoming frightened by the intense darkness that prevailed in the well, Brauer began to shout lustily for help. He was rescued by Mrs. Margaret Allman at 7 o'clock.

Dets Going to Colorado.

Denver, Dec. 28.—A Terre Haute, Ind., dispatch says: Eugene V. Dets has promised President Boyce, of the Western Federation of Miners, that he will go to Colorado the first of the week to help the Leadville strikers. He will speak in Colorado cities, beginning in Leadville, where a labor demonstration is to be given on his arrival. President Boyce says public opinion is still with the strikers and they can hold out indefinitely. President Boyce received a letter saying \$2,000 had been sent from Butte, Mont., to aid the strikers.

From the Glenora.

Astoria, Or., Dec. 28.—Captain Burns came over from Ocean Park, Wash., today and states that the Glenora is again in a favorable position to be hoisted. Her bow is now pointed seaward, and as soon as the tides are favorable she can be taken into deep water with the aid of a tug.

Jumped the Track.

Martin's Ferry, W. Va., Dec. 28.—An engine on the Wheeling & Lake Erie road jumped the track near Warner last night and was demolished. Engineer Jesse Haughton was killed and Fireman Haines was probably fatally injured.

A Ferryboat Founders.

St. Petersburg, Dec. 28.—Many lives have been lost by the capsizing of a ferryboat in the river Duelder, province of Ekaterinoslav.

Four Children at a Birth.

Shelbyville, Ind., Dec. 28.—Four healthy sons have been born to Noah Eit and wife of this county. They were christened William Bryan, F. Williams, Arthur Sewall and William Scott. March 4, 1892, they were born to a mother who was named Mrs. Eit. The father received a letter of thanks in the handwriting of the children.

Invited a Man to Human Hair Strips.

Invited a man to human hair strips.

WEEKLY MARKET LETTER.

Downing, Hopkins & Co.'s Review of Trade.

The wheat market has settled down into one of a holiday character, and sentiment which frequently dominates prices is largely bearish. Most of the pit traders have become convinced that every time the price for May gets above 80c it is a safe sale for a scalp, and when it breaks below that figure it is a purchase for 1/2c to 1c advance. The inability of the bulls to maintain the advantage with the news generally in their favor has made traders rather skeptical as to the prospects of a material advance before the close of the year, and there has been a general taking of profits by small holders, while a few of the large ones have either been out of the market entirely or are trading in small lines. The market is without leaders on either side, and the trade is drifting with the idea that there can be no permanent good in the market until after the holidays. The Argentine situation is as much of a puzzle as ever. Supplies in this country are decreasing, and the flour trade is irregular.

The Northwestern mills report a large Western demand, and Pillsbury announces that they will grind on an average of 40,000 barrels per day for some time. The market is in a position where buying is more essential to steady prices than an abundance of bull news. The trade has tired of the combined rebuffs of the reports about small receipts, the probable scarcity of supplies, the dependence of European countries upon America, and the continued talk about wheat going to \$1. Something new is necessary to stimulate trade. The situation is all right, but more speculation is necessary. The short interest, although the largest in sixty days, is easily scared, and an advance of a few cents drives most of them in. The bulls on the whole have also grown more timid, and a decline of 1/2c shakes out those who buy whenever the market gets strong. At present there is little in the market except a scalp.

GENERAL MARKETS.

PORTLAND, Or., Dec. 28, 1896. FLOUR—Portland, Salem, Cascadia and Dayton, 44.50; Benton county and White Lily, 44.00; Graham, 45.75; superfine, 42.50 per barrel. WHEAT—Walla Walla, 78.80c; Valley, 82.50c per bushel. OATS—Choice white, 42.44c per bushel; choice gray, 39.40c. HAY—Timothy, \$13.00 per ton; cheat, 16.50c; clover, 18.00c; oat, 18.00c; wheat, 10.00c. BARLEY—Feed barley, \$21.00 per ton; brewing, 22.00c. MILLS—Bran, \$15.00; shorts, \$16.50; middlings, \$23.00; rye, 90c per cental. BUTTER—Fancy creamery is quoted at 50c; fancy dairy, 35c; fair to good, 20c to 22c. POTATOES—California, 55c; Oregon, 60c to 70c per sack; sweets, 2c per pound. ONIONS—80c per sack. POULTRY—Chickens, mixed, \$1.50; 2.00; broilers, \$1.50; geese, \$1.00; turkeys, live, 10c; ducks, \$2.00 to \$3.00 per dozen. EGGS—Oregon, 30c per dozen. CREAM—Oregon, 11c; Young American, 12c per pound. TALLOW—Prime, per pound, 2 1/2c; No. 2 and grease, 2c 1/2c. WOOL—Valley, 10c per pound; Eastern Oregon, 6c 1/2c. HOPS—New crop, 9c to 10c. BEANS—Cann, top steers, 2.75; cows, 2.00 to 2.25; dressed beef, 4c 1/2c per pound. MUTTON—Gross, best sheep, wethers, 2.75; ewes, 2.75; dressed mutton, 5c per pound. VEAL—Not small, 5c; large, 4 1/2c per pound. HOGS—Gross, choice, heavy, 3.25 to 3.50; light and feeders, 2.50; dressed, 4.50 to 4.25 per cwt.

SEATTLE, Wash., Dec. 28, 1896. FLOUR—(Jobbing)—Patent excellent, 45.25; Novelty, 44.75; California brands 45.00; Dakota, 45.50; patent, 46.25; buckwheat flour, 46.50; per cwt, 43.50; Graham, 44.00 per bbl; 10-lb sacks, 42.50 per cwt; rye flour, 45.00 per 10-lb sacks, 42.50 per cwt; rye meal, 44.50 per bbl; per cwt, 42.40; rolled oats, 45.75 per bbl; hominy, 42.50 per cwt; cracked wheat, 33.25; rolled wheat, 46.25 per bbl; whole rolled wheat, 42.50 per cwt; pearl barley, per 100 lb sacks, 35.00; split peas, 43c; table cornmeal, yellow, 1.05 per cwt in 10-lb sacks; 50s, 1.15; white, 10s, 1.17; 50s, 1.15; flaked hominy, 42.50 per cwt. WHEAT—Choice, 82 1/2c per ton. OATS—Choice, 22 1/2c per ton. BARLEY—Rolled or ground, 23.00 per ton. CORN—Whole, 22c per ton; cracked 22 1/2c; feed meal, 23c. MILLS—Bran, \$16.00 per ton; shorts, \$10.00. FEED—Chopped feed, \$19.00 per ton, middlings, 24c; oilcake meal, 28c. HAY—Puget sound, per ton, \$9 to \$10; Eastern Washington, 43c. CREAM—Native Washington, 10c 1/2c. POULTRY—Chickens, live, per pound, 10c; 8c; dressed, 9c to 10c; ducks, 22c to 3.50; dressed turkeys, 11c to 12c. EGGS—Fresh ranch, 34c to 35c; Eastern, 35c to 40c. PROVISIONS—Hams, large, 12c; hams, small, 12 1/2c; breakfast bacon, 10c; dry salt sides, 6c per lb. FRESH MEATS—Choice dressed beef, 20c; corn, 4 1/2c; mutton, sheep, 5c per pound; lamb, 8c; pork, 5c per pound; veal, small, 6c.

SAN FRANCISCO, Dec. 28, 1896. PEANUTS—Garnet Chile, 40c to 50c; salinas Burbanks, 50c to 60c; Early Rose, 70c to 80c; River Burbanks, 25c to 35c; sweets, 75c to 1.10 per cental. ONIONS—50 to 60c per sack for yellow, 35c for pickles. EGGS—Store, 22c to 25c; ranch, 30c; chicks, 25c per dozen. BUTTER—Fancy creamery, 22c; de seconds, 20c to 21c; fancy dairy, 21c; seconds, 17c to 18c. CREAM—Fancy, mild, new, 11c to 12c; fair to good, 9c to 10c; Young American, 11c to 12c; Eastern, 19c to 22c per pound. HOPS—8c to 10c per pound for new. WOOL—San Joaquin and Southern coast, poor, 4c to 5c; do good, 4 1/2c to 5c; San Joaquin foothill, good to choice, 6 1/2c to 7c; do year's fleece, 4 1/2c to 5c; Nevada, heavy, 6c to 7c; do choice, 8c to 8 1/2c; Northern, choice, 10c to 11c per pound. HAY—Wheat, \$8 to 10.50; wheat and oat, 47c to 50c; barley, 47c to 50c; alfalfa, first crop, 44c to 50c; do second crop, 45c to 50c; clover, 40c to 50c; stock, 41.50 to 50c per ton. CEREAL FRUIT—Mexican limes, \$3.50 to 5.00; California lemons, \$1.00 to 1.25; do good to choice, \$1.50 to 2.00; fancy, 2.25 to 3.00 per box. TROPICAL FRUIT—Bananas, \$1.00 to 2.00 per bunch; pineapples, 42.50 to 44.00.

WHEAT CROPS OF 1896

ENORMOUS SHIPMENTS OF THE GREAT CEREAL.

New Departure in Shipments—Southern Ports Coming to the Front—Interesting Figures Showing America's Supremacy in Wheat Growing.

Great Wheat Centers. Men who deal in wheat will remember the fall of 1896, because of two unprecedented features: the unexpected rise in the market on the eve of a presidential election, and the shipment of the staple from Chicago to Southern ports. The first of these phenomena has attracted the attention of the whole world; the second has hardly been noticed by any one not directly interested in the sale and shipment of grain. And yet this is undoubtedly far more important than the other, since it is the beginning of a new order in wheat shipment. Chicago and St. Louis are the great wheat centers of the continent, says a writer in the St. Louis Globe-Democrat. At these two cities millions and millions of bushels of grain are massed every year over converging lines of shipping steel. From these two cities it is sent to the seaboard. In the past the Southern ports of Baltimore, Norfolk, etc., have been supplied from St. Louis, while none of Chicago's shipments, either by rail or water, have been sent to ports south of New York. But this year the continued and determined efforts of the Southern ports, aided by certain action on the part of the British Board of Trade and the low railroad freights from Chicago southward, have tended to divert a part of the wheat trade formerly enjoyed by New York; hence the new departure in Chicago wheat shipments.

The ports of the Atlantic seaboard to the South believe that it will not be

A RACE FOR A GIRLDE.

The Contest Between the Overland Telegraph and the Atlantic Cable.

The race-course was between the Old World and the New. The racers were telegraph companies. One was called the "Russian Overland"; the other was the "Atlantic Cable." The track of the "Russian" lay between New Westminster in British Columbia, and Moscow in Russia. Up through the unexplored Fraser River Valley it was to run, then on through the untracked wilderness of Alaska, across Bering Strait, over the timberless steppes of Arctic Siberia, and along the dreary coast of the Okhotsk Sea to the mouth of the Amoor. There the American racers, called "Western Union," were to give over the race to the Russian telegraph department, which was to make its best time in reaching Moscow.

Western Union said it would cover the ground in about two years. The cost would be about five millions of dollars; but what five millions of dollars if the prize could be won—an electric girlde of the earth? The path of the "Atlantic" cable was to be on a tableland some two miles deep in the ocean, reaching from Ireland to Newfoundland.

The summer of 1865 found the world watching this race with great interest. It opened when the fleet of the Russian expedition set sail from San Francisco, northward bound. The "Atlantic" people at the same time were stowing away gigantic coils of cable into the capacious hold of the "Great Eastern"—a new cable some 2,000 miles long. The Western Union directors were shrewd business men. Five millions of dollars was little in comparison with the benefit they could receive could they get telegraphic communication with Europe, and they then believed that the only way was by land. The public agreed with them nearly unanimously. And so the two projects—the overland and the submarine—were pitted against each other.

A very unequal race it seemed at the outset. The Overland was strong and vigorous. The Atlantic was broken by former failures. The Overland was popular, and had plenty of money back of it; the Atlantic was derided, and "only fools," it was said, "would invest in it." The fleet of the Russian expedition which sailed from San Francisco in the summer of 1865 was quite a navy. There were ocean steamers, sailing-vessels, coast and river boats, and Russian and American ships of all line, with a promise of a vessel from her Majesty's navy. The expedition was well officered, and about 120 men were enlisted—men of superior ability in every department. The supplies embraced everything that could be needed. Thousands of tons of wire, some 300 miles of cable, insulators, wagons, etc.

August 26, 1866, the Great Eastern landed its cable at Trinity Bay and the whole world was electrified by the news that it worked perfectly—that the victory had been won. More than that, the Great Eastern not long afterward picked up the cable lost the year before, and that, too, was soon in working order. Two electric girldes had been clasped around the earth.

The success of the "Atlantic" was defeat for the "Russian." An overland telegraph line could never compete with the submarine cables. The first triumphant "click, click" at Trinity Bay was therefore the death-blow of the Russian scheme, and all work connected with that project was at once abandoned.

But the workers—the brave men facing famine among the wild Chookchees—buried in their lonely tents waiting for some news from their comrades, or straining every nerve to complete their share of the great work—how pathetic that so many of them did not hear what had happened, in some cases for more than a year after the success of the cable—Jane Marsh Parker in St. Nicholas.

Yawning for Exercise.

Children used to be taught that yawning was a breach of good behavior; but now, if certain medical testimony may be credited, it is incumbent upon parents to see that the youthful members of their flock not only yawn when nature so disposes them, but even practice what may be called the art of yawning. According to the results of late investigations, yawning is the most natural form of respiratory exercise, bringing into action all the respiratory muscles of the chest and neck.

It is recommended that every one should have a good yawn, with stretching of the limbs, morning and evening, for the purpose of ventilating the lungs and strengthening the muscles of respiration. An eminent authority asserts that this form of gymnastics has a remarkable effect in relieving throat and ear complaints. This being the case, the revival of an old English pastime, indulged in as a kind of Christmas gambol in the early part of the eighteenth century, might not be out of place. The game was a yawning match, and was played for a prize, which in one instance on record consisted of a Cheshire cheese.

The sport began about midnight, when the members of the company were disposed to be drowsy, and yawning was not altogether a forced act. He who yawned the widest, and at the same time in the most natural manner, so as to produce the greatest number of sympathetic yawns from the spectators, was the winner of the cheese. Coral does not grow deeper than forty fathoms. Placed deeper, it dies.

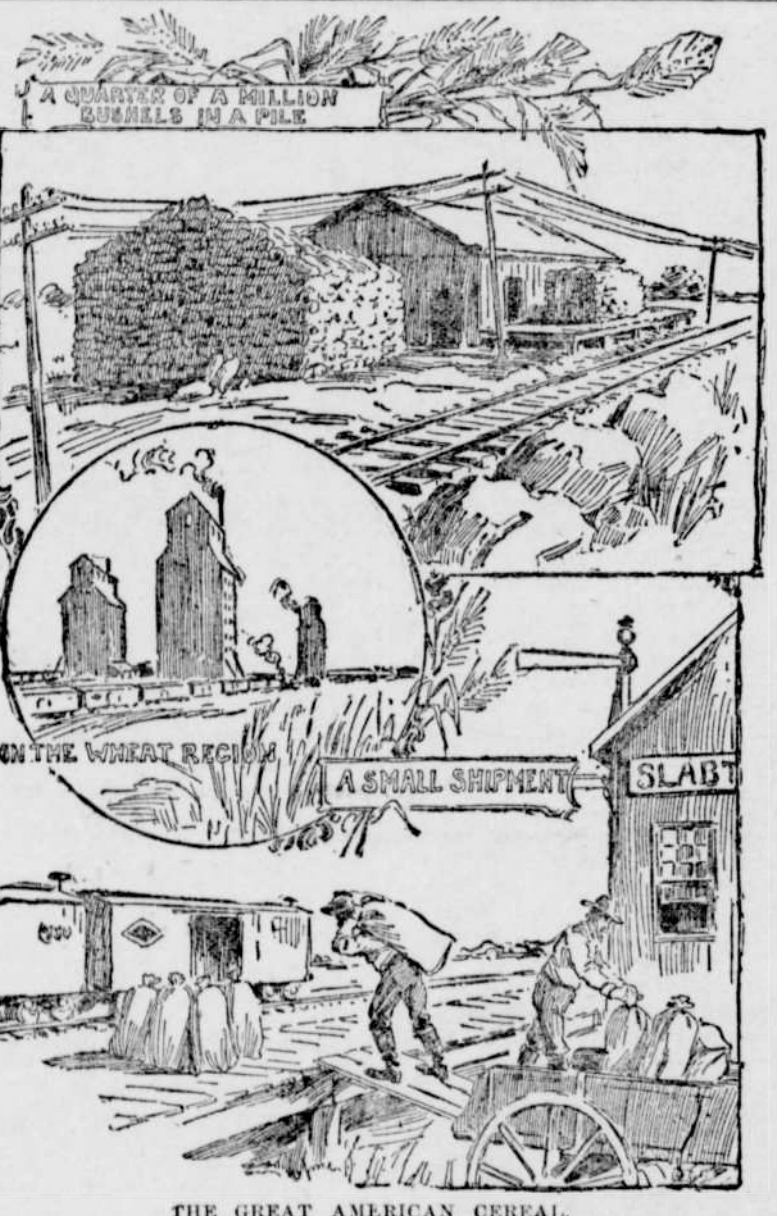
THE GREAT AMERICAN CEREAL.

many years before they will have succeeded in securing a very large and lucrative portion of the wheat trade for all this wheat, and more, from abroad, there is good reason to believe, because of the short crop elsewhere. At 80c a bushel the inflow of foreign money for this year's surplus would be \$18,000,000. This will not be the extent of the cash receipts from wheat this year, however, since the left-over surplus from last year amounts to 80,000,000 bushels, which, at the same rate, will bring \$64,000,000 more, or \$112,000,000 altogether. Counting the population of the country at 70,000,000, the wheat for sale outside the United States this year will show from the outside world about \$17.40 for every man, woman and child—enough to furnish hats and shoes for all and leave a handsome surplus.

The hauling of wheat to market begins soon after the ending of the harvest. In some of the great wheat areas like Minnesota, whose production is 60,000,000 bushels, it is a business of great magnitude, and the storing of wheat, even at small railroad stations, requires the investment of thousands of dollars in local warehouses and elevators. Men who know how to handle wheat in bulk are in demand in the wheat States during the period of marketing and transportation, and the amount disbursed in their wages is, of course, considerable. In some of the newly opened and extremely productive wheat fields of the Pacific Northwest, where there is practically no early autumn rainfall, the bags of wheat are piled up by the side of way freight haulers in quantities sometimes aggregating hundreds of thousands of bushels, until the railroad can get ready to take it away. In States like Maine, however, where the crop is only about 80,000 bushels, the local transportation of grain amounts to little, and what wheat is sent away by rail is generally unloaded from the tail end of the farmer's wagon directly into the freight car.

It is at the great centers, like Chicago and St. Louis and the big shipping ports of New York and Baltimore, that the handling of wheat assumes greatest magnitude. In Chicago boats and cars are loaded and unloaded directly to and from the elevators, and in Baltimore wheat is spouted directly to the holds of outgoing vessels from the elevator.

In the early days of gold mining in California waters in the hotels were paid \$5 a day for their labor.



THE GREAT AMERICAN CEREAL.

A FOOLISH FEAR.

There are thousands who have looked forward to the return of cold, frosty weather with dread, knowing that it brings to them their old chronic attacks of rheumatism. Why should any one bear it in winter or summer when it is so well known what will cure it and make it stay cured. St. Jacobs Oil will penetrate through stiffness and looseness to the center of rheumatic pains and adhere in their worst forms and will subdue them. In the coldest or hottest climate it does its work of cure regardless of how long one may have suffered. Why then to foolishly fear? What can be cured should be cured only so long as it takes to get a bottle.

A newly-patented lawn-mower has knives, worked on the same principle as mowing machine knives, hung between the wheels of the mower.

"Most Unique," Indeed. Chief of Police Keeffe has in his possession probably the most unique weapon ever seen in the city of Jacksonville. It is a combination double-barreled pistol and bowie, and was used in Missouri by a "Regulator" when that State was going through the throes of the pro and anti-slavery discussion.

The blade of the bowie is about twelve inches long, and protrudes from a hilt between two small pistol barrels, each about six inches long. The hilt and the hammers are one and the same. When the hilt is cocked into position, two triggers, concealed in the stock, come forth, and then the weapon is ready for business, with both barrels and twelve inches of cold steel.

A number of men, it is said, belonging to one organization in Missouri, were armed with these weapons, which were secured direct from Paris. This one in particular seems to be almost new.—Florida Times-Union.

HOIT'S SCHOOL FOR BOYS.

This school is located at Burlingame, San Mateo county, Cal., in charge of Ira G. Hoyt, Ph. D. It is accredited at the State and Stanford Universities, and is one of the best of its kind. Twelfth term begins January 4, 1897.

Pink's Cure for Consumption has been a God-send to me.—Wm. B. McClellan, Chester, Florida, Sept. 17, 1896.

Daniel Campbell and his wife, of Walton county, Florida, are said to be respectively 117 and 118 years old.

FOR PEOPLE THAT ARE SICK OR "JUST DON'T FEEL WELL,"

DR. J. C. HALL'S "LIVER PILLS" are the One Thing to use.

Send for testimonials, free. Sold by Druggists at 25c a box. Wholesale price, One Doz. for \$2.00. Address Dr. Boskoff Med. Co., Phila., Pa.

Advertisement for Blackwell's Genuine BULL DURHAM Smoking Tobacco. Includes image of a pack and text: 'This is the very best Smoking Tobacco made. Blackwell's Genuine BULL DURHAM. You will find one coupon inside each 2 ounce bag and two coupons inside each 4 ounce bag. Buy a bag, read the coupon and see how to get your share of \$20,000 in presents.'

Advertisement for Walter Baker & Co.'s Breakfast Cocoa. Includes image of a woman and text: 'REASONS FOR USING Walter Baker & Co.'s Breakfast Cocoa. 1. Because it is absolutely pure. 2. Because it is not made by the so-called Dutch Process in which chemicals are used. 3. Because it is made by a method which preserves unimpaired the exquisite natural flavor and odor of the beans. 4. Because it is the most economical, costing less than one cent a cup. Be sure that you get the genuine article made by WALTER BAKER & CO., Ltd., Dorchester, Mass. Exported in 100 lb. casks. Sold by Druggists at 25c a box. Wholesale price, One Doz. for \$2.00. Address Dr. Boskoff Med. Co., Phila., Pa.'

Advertisement for Hercules Gas Engine Works. Includes text: 'Cheapest Power.... Rebuilt Gas and Gasoline Engines. IN GUARANTEED ORDER..... FOR SALE CHEAP. 1-1 H. P. Hercules, Gas or Gasoline. 1-2 H. P. Hercules, Gas or Gasoline. 1-3 H. P. Regan, Gas or Gasoline. 1-4 H. P. Oriental, Gas or Gasoline. 1-5 H. P. Otto, Gas or Gasoline. 1-6 H. P. Pacific, Gas or Gasoline. 1-8 H. P. Hercules, Gas or Gasoline. 1-10 H. P. Hercules, Gas or Gasoline. State Your Wants and Write for Prices..... Hercules Gas Engine Works. 405-7 Sansome Street San Francisco, Cal. Gas, Gasoline and Oil Engines, 1 to 200 H. P.'

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