



First Agency Butterick Patterns

Lipman, Wolfe & Co.

Good Goods Only—Quality Considered, Our Prices Are Always Lowest



Women's and Children's Bathing Suits At Half Price

Our entire stock of Women's and Children's Bathing Suits—all spic span new—on sale tomorrow at exactly half price. A display of some of them in one of our Washington-street windows.



Our Entire Stock of Child's Wash Dresses To Be Closed

All of our Children's Washable Dresses—of Percale, Gingham, Pique, Madras—grouped at two prices:

Up to \$2.50 values . . . 98c
Up to \$6.00 values . . . \$1.98

We herewith call your attention to the very important announcement which will appear in

Tuesday's Oregonian

ODDS WITH FITZ

O'Brien Is Outpointed by the Cornishman.

FIGHT IS ONE FOR BLOOD

Both Men Bear Marks of the Fierce Gruelling.

WIFE OF EX-CHAMPION THERE

As Soon as the Match Is Over, She Climbs into the Ring and Plants a Kiss on the Swollen Lips of Her Husband.

PHILADELPHIA, July 22.—Robert Fitzsimmons and Jack O'Brien today fought the fastest six-round bout ever witnessed in this city between men of their weight. When the gong announced the close of the fight, both men were on their feet and they both bore the marks of the grueling which they had just gone through. Fitzsimmons' lips were twice their normal size and his left eye was almost closed, while O'Brien's left eye was also cut and swollen.

While O'Brien landed the greater number of blows they did not do nearly so much damage as those landed by Fitzsimmons, and the latter was the fresher of the two at the close of the fight. There was not a clean knockdown during the bout, but three times O'Brien went to the floor, twice in endeavoring to get away from Fitzsimmons, and the third time partly from Fitzsimmons' right, which landed on O'Brien's neck, and partly through the latter's feet getting tangled.

The fight was held on the National League ball grounds, the ring being pitched immediately over the home plate. It was the first open-air boxing exhibition ever given in this city, and the novelty of the affair drew a crowd of about 600 persons. Mayor Weaver had prevented the first meeting between the men, holding it was to be a prizefight, and, therefore, illegal. Later, the fight promoters threw into the Common Pleas Court, and satisfied the Judges that it was to be a boxing exhibition and within the scope of the law. Under this agreement, a permit was granted for the bout. There were many rumors that the men had an understanding not to exert themselves, but such rumors were dissipated before the close of the first round.

Mrs. Fitzsimmons Is There.

There was a liberal sprinkling of women in the grandstand, sitting close to the ring. Mrs. Fitzsimmons, who for the first time, was to witness her husband fight. She never took her eyes off her husband during the six rounds, and when Fitzsimmons sat down at the close of the fight, his wife rushed over to his corner, climbed the steps leading to the ring and planted a kiss on the badly swollen lips of her husband.

There were four preliminaries which served to keep the spectators in a good humor. Five o'clock was the hour set for the men to enter the ring, but it was 5:30 before Fitzsimmons, accompanied by Billy Lester, Benny Murphy, Joe Edmondson and Charley Vavidge, his seconds, made his appearance. Seven minutes later O'Brien came on. He was looked after by Lew Bailey, Joe Hagan, Billy McCarney and Billy Reynolds. A long wrangle ensued over the kind of bandages worn by Fitzsimmons. Underneath the strips of muslin were, O'Brien alleged, plaster bandages. O'Brien said the bandages must come off or there would be no fight. Fitzsimmons replied: "Then there will be no fight."

After keeping the spectators waiting for 10 minutes, Fitzsimmons removed the plaster. Each man selected his own gloves, and at 5:30 they were called to the center of the ring by the referee and given their instructions. At 5:30 the gong sounded and the battle was on. O'Brien began with dazzling footwork, darting in and out with wonderful cleverness, landing lefts and an occasional right, while Fitzsimmons was content to block, evidently endeavoring to land on O'Brien's wind. This opportunity came near the close of the second round, when he drove his right to O'Brien's body with terrific force. The first three rounds were in O'Brien's favor, but after that he gave a trifle slow, from the awful pace that he had set, and Fitzsimmons was able to get some hard blows on the body. Both men were covered with blood when they went to their corners at the close of the fifth round, O'Brien bleeding from a gash over the left eye and Fitzsimmons from the mouth and nose. Both men were in distress when the sixth round closed, but Fitzsimmons was apparently in better condition.

THE FIGHT BY ROUNDS.

O'Brien Has Better of It at First, but Pace He Sets Soon Tells.

PHILADELPHIA, July 22.—The Fitzsimmons-O'Brien fight, by rounds, follows:

Round 1—Fitzsimmons led with his left, but missed. He landed the same blow at a second later and then drove a left to the wind, which took some of the steam out of O'Brien. Fitzsimmons opened a cut over Jack's left eye and then drove his right to the wind. O'Brien landed right and left to the face, but his blows lacked power. Fitzsimmons landed a right to the jaw, and O'Brien countered with a left to Fitzsimmons' damaged mouth. Both men were bleeding profusely. O'Brien slipped to the floor in attempting to get away from Fitzsimmons' right. Fitzsimmons landed a light left to the wind and Jack countered with a left to the mouth. The men were clinched as the gong sounded.

Round 2—Both feinted and Fitz missed two lefts, but landed a third on O'Brien's jaw, and as the latter rushed in Fitz drove his right to the stomach. O'Brien landed a hard right and left to Fitzsimmons' jaw, bringing the blood again. Fitzsimmons was unable to land with success on O'Brien, but at this time, O'Brien cut Fitzsimmons' left eye with a short right, and a moment later caught him full in the mouth. O'Brien's footwork was marvelous, and Fitzsimmons was badly winded. Bob landed a hard right to the stomach as the bell sounded, which was the most damaging blow that O'Brien had yet received.

Round 3—The men danced about the ring, and then Fitzsimmons missed a hard right for the jaw. He landed a light left on O'Brien's stomach, and the latter drove a straight left to Fitzsimmons'

mouth, again starting the blood. Fitzsimmons landed a hard left on O'Brien's wind which made the latter clinch. O'Brien missed a left to the face, and the men clinched. Fitzsimmons tried a right for the wind, but was short, and Jack countered with a hard right to the face. In an exchange of blows Bob landed a hard left on O'Brien's jaw and Jack drove his hard right on Fitzsimmons' jaw. The men were clinched at the bell.

Round 4—O'Brien was the first to lead, but missed a left for Fitzsimmons' neck. Bob led with his left and the men clinched. Fitzsimmons tried a hard right, and as he came in O'Brien uppercut him with a left. Jack then landed three blows without a return. Fitzsimmons landed a right on Jack's wind and the latter ran away. A left to the face again started the blood from Fitzsimmons' mouth. Jack landed a light left on the damaged mouth, and the referee had to separate the men. Fitzsimmons missed a left for the face and Jack landed a piece of construction in concrete and granite. The steel work was put on by the Dominion Steel Company, under the supervision of J. Julien, of Montreal.

After the ceremony of opening was perfected, Messrs. Morrison and Balfour, known as the big three, their total avoidances amounting to 750 pounds. But this did not deter their work which is a magnificent piece of construction in concrete and granite. The steel work was put on by the Dominion Steel Company, under the supervision of J. Julien, of Montreal.

During the afternoon canoe races steamer procession, in the evening torchlight procession, none to be remembered. Westminster a day long to be remembered.

The signers are Vice-President Cornish and the following directors: Winlow S. Pierce, Maxwell H. Schief, D. O. Mills, James Speyer, Charles H. Tweed, H. E. Huntington and A. K. Vandewater.

The decision was reached at the annual meeting to issue \$100,000,000 of capital stock, but the manner of issuance is left with the directors, who by a resolution decided to have only \$40,000,000 now and the remaining \$60,000,000 as the directors see fit.

LIEUTENANT-GENERAL OF UNITED STATES ARMY VISITS VANCOUVER



GENERAL ADNA R. CHAFFEE.

Lieutenant-General Adna Romanza Chaffee rose from the ranks. He was born at Orwell, O., April 14, 1842, and was educated in the public schools. He entered the Army July 22, 1861, and served as private, Sergeant and First Sergeant in Company K, Sixth Cavalry, until May 12, 1863, when he became Second Lieutenant. He was promoted First Lieutenant, February 22, 1865; Captain, October 12, 1867; Major, Ninth Cavalry, July 7, 1868; Lieutenant-Colonel, Third Cavalry, June, 1867; Colonel, Eighth Cavalry, May 8, 1869.

He won brevets for gallantry at Gettysburg, Dinwiddie Courthouse, in the Civil War; in engagement with Comanche Indians on Paint Tree Creek, Texas, March 7, 1868, and in engagement against Indians in Texas and Arizona, February 27, 1890. He was appointed Brigadier-General May 4, 1898. He served in the Santiago campaign, and was promoted to Major-General, U. S. V., on July 8, 1898, retiring on April 15, 1899, only to be reappointed Brigadier-General, U. S. V., April 13, 1900. He led the United States troops to the relief of Pekin, and was promoted to Major-General, U. S. V., June 20, 1900, and Major-General, U. S. A., February 3, 1901. Since that time he served in command of the Division of the Philippines, Military Governor and in command of the Department of the East, and in January, 1904, was nominated by the President and confirmed by the Senate as Lieutenant-General.

BIG BRIDGE IS OPEN

Crosses the Fraser at New Westminster.

RESULT OF AMERICAN BRAINS

Lieutenant-Governor of British Columbia Drives Spike That Formally Connects Vancouver With Railways From United States.

NEW WESTMINSTER, B. C., July 23.—(Special).—This afternoon amid tooting of whistles Sir Henri Joly De Lotbiniere, K. C., M. C., Lieutenant-Governor of British Columbia, formally opened the \$1,000,000 steel bridge across the Fraser River at New Westminster, by coming into the city in his private train over the railway portion of the bridge, driving with a silver hammer the golden spike, then riding over the trafficway of the bridge in his carriage.

This immense steel structure, spanning the Fraser River is half a mile long and has been built for steam, electric and vehicular traffic, the principal object being to give the Great Northern Railway passage over the Fraser River to connect with its line running from this city into Vancouver. This large bridge is built on 11 concrete and granite piers, the concrete being a production from Portland, while the granite was obtained from the coast of British Columbia. In a number of instances the Claw dredge had to be used to clear the rip-rap from the bottom of the river to make way for the large caissons or cribs that formed the foundation for a pier. The caissons have two walls inclosing a well into which the concrete is poured when the cribs reach solid bottom.

In the construction of several piers solid bottom was not reached until 170 feet had been cut through. All the piers project above water level 11 feet but extend down from 6 feet to 170 feet, the former being near the river bank and the latter next the channel, which is not in the center of the river, but several hundred feet toward the north bank. Over the channel the swing span, 380 feet long and weighing 40 tons, allows of a passage on either side of the pier of 180 feet, large enough for the Pacific merchantmen that come up the river to do business in New Westminster and its northern suburbs, Bannockburn. This bridge is unique in its approach, no other bridge in Canada being so constructed. On the north bank a bluff 100 feet high rises almost to the water's edge and to prevent cutting into this and destroying the main street of the city the northern approach was double constructed. Diverging from pier No. 4 the railway approaches

leave the bridge by curved lines at a 10 per cent curve till a level is struck at a 23-foot drop.

The bridge is double-decked, the railway being on the lower deck and the vehicular trafficway above. Waddell & Hendricks, of Kansas City, were the engineers, while H. K. Seltzer, a mere boy in his early 20s carried out all their wishes and doing the headwork of every bit of construction. Even when it was found that the river was too deep in places to permit of false-work to be constructed for the sub-structure of the spans he devised the plan whereby the spans were built near the shore and floated out on scows to their permanent positions while thousands of people stood on the shore gazing in awe at the large steel spans gracefully moving nearly a mile into position.

The substructure was erected by Armstrong, Morrison & Balfour, known as the big three, their total avoidances amounting to 750 pounds. But this did not deter their work which is a magnificent piece of construction in concrete and granite. The steel work was put on by the Dominion Steel Company, under the supervision of J. Julien, of Montreal.

After the ceremony of opening was perfected, Messrs. Morrison and Balfour, known as the big three, their total avoidances amounting to 750 pounds. But this did not deter their work which is a magnificent piece of construction in concrete and granite. The steel work was put on by the Dominion Steel Company, under the supervision of J. Julien, of Montreal.

During the afternoon canoe races steamer procession, in the evening torchlight procession, none to be remembered. Westminster a day long to be remembered.

CORNISH ACTS FOR HARBORMAN.

Southern Pacific Vice-President Files Amended Articles of Incorporation.

LOUISVILLE, Ky., July 22.—Amended articles of incorporation were filed today by the Southern Pacific Company in accordance with the action taken at the recent meeting of the stockholders at Bannockburn. The articles state that William D. Cornish, the vice-president of the corporation—the president being absent from the United States—and the directors have authorized the increase of the capital stock by \$60,000,000, in 600,000 shares of stock at the par value of \$100 a share. The stock so issued is stated to be preferred stock, the holders of which are entitled to annual dividends not to exceed 7 per cent.

In the event of dissolution, the holders of this preferred stock shall have the right to have their shares redeemed at par value before any distribution of assets is made.

The signers are Vice-President Cornish and the following directors: Winlow S. Pierce, Maxwell H. Schief, D. O. Mills, James Speyer, Charles H. Tweed, H. E. Huntington and A. K. Vandewater.

The decision was reached at the annual meeting to issue \$100,000,000 of capital stock, but the manner of issuance is left with the directors, who by a resolution decided to have only \$40,000,000 now and the remaining \$60,000,000 as the directors see fit.

New Moo-Hoo House Dedicated.

ST. LOUIS, July 22.—The House of Moo-Hoo at the World's Fair, which was partially destroyed by fire one month ago and immediately rebuilt, was rededicated today. N. W. McLeod, of St. Louis, president of the Moo-Hoo Association, delivered an address.

VISITS THE POST

Lieutenant-General Chaffee at Vancouver.

PRAISES SITE OF THE FORT

Quartermaster-General Humphrey Is With Him.

DISCUSSES ARMY CONTRACTS

Unable to Satisfy All the Pacific Coast States, He Says, So Steers Serene Course by Favoring Lowest Bidders.

VANCOUVER BARRACKS, July 22.—(Special).—Lieutenant-General A. R. Chaffee, of the United States Army, and party arrived at this post from Tacoma today, on a tour of inspection of the military posts of the Pacific Coast. General Chaffee will remain here for several days, inspecting the command Monday, then continuing his tour to California. He is accompanied by his wife, son and daughter, and Quartermaster-General C. F. Humphrey, Captain Grote Hutchison, Sixth Cavalry; Captain Harper, Third Cavalry, and F. J. Hogan, his secretary.

General Chaffee and General Humphrey were met at the Vancouver depot at 4 o'clock by General Funston and his personal staff and escorted to the Barracks to the house of Major F. O. Hodgson, whose guests they are to be during their stay. They spent the afternoon quietly, and in the evening were tendered a reception at the Officers' Club by General and Mrs. Funston. On account of the limited quarters only a small number of outside people were asked, officials, and officers of commercial houses of Portland. They were taken over from the city on a special car in care of Colonel W. F. Tucker.

Sitting on the veranda of Major Hodgson's house, overlooking the parade ground, the Columbia River and the Cascade Mountains in the hazy distance, General Chaffee and General Humphrey were found this afternoon by an Oregonian representative.

"I have known many officers who have been stationed at these barracks," said General Chaffee, "and they have all liked it so much that I have wondered what was the attraction. Now that I have come, I see."

General Chaffee has never been in this Coast before, having served in the East, South and Southwest. He is here merely on a tour of inspection, and did not come on account of the American Lake emplacement.

Quartermaster-General Humphrey, who created considerable newspaper discussion in the Sound cities by the simple remark that in shipping supplies to the Philippines he could not please all the cities which wished to be the port of shipment, was inclined to speak on the subject. As the man by whom contracts for feed and grain for the Philippine army were made at the awarding of the contract for hay for the Philippines some time ago. The facts of that case are that the Government called for bids for hay for immediate shipment. Portland and the Puget Sound cities had nothing but last year's hay, which was of fine quality, but dear. San Francisco, counting on the near future harvesting of this year's crop, bid lower, and on a different and inferior class of hay. Portland and the Sound were prepared to furnish timothy. The transport Dix is now being loaded with oat hay at San Francisco. The merchants of the latter city having this year's crop at hand could bid much lower, and were awarded the contract. The fact that the Northwest ports were given a chance to bid on the new crop and were furnishing a much superior grade of hay has brought forth their complaint.

Regarding these facts General Humphrey said:

"The awarding of these contracts is merely a matter of accepting lowest bids. I could not undertake to say whether the timothy hay was worth \$4 more than the oat hay, and so I had to ship the oat hay. Now the matter of the value of the different kinds of hay for Army use is being taken up by a military board consisting of quartermasters, officers of the line and artillery officers, and they will come to some decision to guide me by, but at the time of the awarding of the contract objected to, and right now, I have no choice but take the lowest bid as long as the hay is good. I prefer timothy hay, but I am not prepared to explain to the Treasury Department that it is worth \$4 more than oat."

General Humphrey was Chief Quartermaster in the Philippines for three years and is well informed on the kind of feed necessary for that country and the facilities for shipment from the Coast. In the case of this last shipment discussed he had expected that the lowest bid would come from Portland or the Sound and ordered the Dix to report to the Sound for future orders, but he could not escape the fact that the lowest bid came from San Francisco, and ordered the transport to report there to receive cargo.

PLANS FOR NEW COLLIERIES.

The Navy Department Will Probably Build One on the Coast.

WASHINGTON, July 22.—The Navy Department has decided upon the plans for two new naval colliers, although nothing can be done toward building them until Congress provides the facilities at two navy-yards for doing the work. They will be 40 feet in length, 60 feet beam and 20 feet draught, deep load, in which condition the displacement will be 12,500 tons. The colliers will carry from 5700 to 7500 tons.

It is probable that one of them will be built at the New York Navy-yard, and the other at Mare Island or at Puget Sound.