Here Are Bargains That Can't Be Equaled Elsewhere.

WE WILL TRUST YOU.

Very nice 5-piece Parlor Suite, good upholstering. Price made very low for the few we have left..... $13.95

Chiffonier.
Solid Oak Chiffonier, well made and nicely finished, five drawers and hat box—a great bargain..... $4.98

Parlor Suite.
Good 3-piece Parlor Suite, upholstered seats and backs, well made and nicely finished..... $12.75

Rocker.
A Solid Oak or Mahogany-finished Rocker, cobbler seat, strongly made—only..... $1.37

Solid Oak, Cane-seat Dining Chair, brace back. Best chair in city for the money—only— 65c.

Bed Room Suite.
Solid Oak Bed Room Suite, bevel plate-glass construction. We will guarantee as first-class and nicely finished..... $13.75

Sideboard.
Solid Oak Sideboard, bevel plate glass, well made; has large linen drawer, 2 small drawers and china cupboard—only..... $10.98

Parlor Table.
Solid oak, 24-inch square Parlor Table, with lower shelf—only..... 89c.

MAYER & CO., Formerly Mayer & Pettit,
415-417 Seventh Street.

BON MARCHE. BON MARCHE.

Important Rebuilding Sale Reductions.

—Just a small list today—to be taken as a key to the situation as it stands throughout the house. This sale is creating more and more of a sensation as it progresses. The smaller the lots the smaller the prices. As stock works down, prices work down.

Muslin Underwear.

Gowns of fine muslin, with yoke of small tucks—finished at neck and sleeves with hemstitched ruffle. Full length and width. Were 50c. Sale price..... 33c.

Corset Covers—French shape—made of fine cambric and trimmed with 6 rows of Val. insertion down front—finished at neck and sleeves with edge to match. 39c. values..... 21c.

Drawers of soft-finished muslin, trimmed with clusters of small tucks and deep hem—made with yokeband and tapes. 25c. values. Sale price..... 19c.

Ladies' Vests.

Ladies' White Cotton Vests, low neck and sleeveless, silk ribbon through neck and arms. 12½c. goods. In this sale at..... 5c.

Pure Lisle Vests, low neck and sleeveless, plain and lace-trimmed; some with lace yokes 25c., 35c. and 50c. Vests—to go at..... 19c.

Hosiery.

A lot of Ladies' Black Lace Lisle Hose, in all-over lace effects, that were 25c. and 35c. Sale price..... 14c.

Ladies' Black and Fancy Hose, in extracted colors, that won't fade. Always 15c. Sale price..... 9c.

Ladies' Hose, in fine quality lisle—black and colors—all-over lace effects and handsome new embroidered effects, embroidery extending to toe. 39c., 50c. and 75c. Hose, in one lot at.. 29c.

BON MARCHE, 314-316-318 7th.

THE DISTRICT'S LOSS

(Continued from First Page.)

committee, has been elicited, with the result that the desired legislation has been defeated. All such danger has been avoided by the method adopted by Senator McMillan.

Pursued Projects With Persistence.

To the many people who are acquainted with his methods of doing business the Senate committee has been regarded as a storm center for District legislation. Project after project has been conceived there and steadily pursued. Indeed, persistence in his undertakings has been a marked feature of the Michigan senator's success. A story is told of him which illustrates how he was regarded by his fellow senators. His extensive knowledge of ships and shipping interests made him an extremely valuable member of the committee on commerce, which has charge of the river and harbor legislation. Senator Frye especially desired to have him as a conferee on the bill at the last session of Congress. One day Senator Frye was talking to one of his friends in the committee room in regard to the prospects of the bill. A great deal of trouble was expected from the House conferees because of the large number of increases that had been added to the bill by the Senate committee.

"I have on that committee," said Senator Frye, referring to the conferees which he had selected, "an obstinate Scotchman, and a pertinacious Norwegian, and if the House conferees can get away with them, I will extend my congratulations to them."

The obstinate Scotchman was Senator McMillan and the pertinacious Norwegian was Senator Nelson. Senator Frye had overlooked the fact that Mr. McMillan was in the committee room at the time he made this remark, but the Michigan Senator accepted his reputation for obstinacy good naturedly and laughed over it.

When the conferees actually did come in contact with those from the House they met a stubborn resistance, which in turn was met by a high degree of obstinacy that resulted in a general victory for the Senate committee.

Conciliatory, Not Controversial.

While steadily pursuing his course in regard to all the projects he had in view, Senator McMillan was always conciliatory. He seldom spoke in the Senate, and whenever he made a statement there it was in moderate language, given in a calm, deliberate way, and never in a controversial manner. He brought to the Senate the ideas of a successful business man, and he secured legislation by exactly the same methods that he would use in consummating some great business project. If there was opposition to his proposed legislation he found the real basis for it and endeavored to modify his bill so as to conciliate other Senators. He recognized that legislation must necessarily in its finished state be the result of a compromise, and while he was always firm in maintaining the salient features of every project he advocated he had no pride of opinion to prevent a modification of his plans.

Park Commission's Project.

His work in relation to the plans of the park commission will live as his greatest service toward the upbuilding of the District of Columbia. He thought that Washington should be considered from the point of view of fifty to a hundred years hence.

"They say I am too ideal in my ideas," said Senator McMillan on one occasion when commenting on some minor criticism of the plans of the park commission. "I am not planning for today alone, but with a view of what this city will need in generations to come," he added.

He believed that in the growth of the city and in the advancement of all real estate values after the lapse of many years nothing could be more wise from a business point of view than the securing as soon as possible of land that would be necessary for the completion of the plans of the park commission. No great effort was made during the last session to purchase this land because there were many other projects in contemplation which he desired to see begun, and because the opposition to these plans on the part of some members of the House of Representatives was such as to make it inexpedient to ask for large appropriations of this kind. But it was Senator McMillan's intention in the coming session of Congress or in the Congress to follow it to endeavor to purchase most of the land that would be required for a full realization of the park commission's plans. This land is chiefly for the purpose of connecting the various parks already in the possession of the District and for completing in a uniform way existing parks.

Senator McMillan probably gave as much thought toward the advancement of the District of Columbia as he did for the interests of his own state. He believed that if a senator from Michigan could be instrumental in making Washington what it really should be—the finest capital in the world—that honor and credit would be reflected upon Michigan. It is of especial interest to know that throughout his career, while it was known he was devoting so much attention to this city, no adverse criticism came from his state. Citizens of Michigan who visited Washington and saw what was being done by their senator went home to boast that it was their senator who was the leading spirit in beautifying the capital. Some senators and representatives have suffered in their campaigns because of an argument by an opponent that they had given too much time to the District of Columbia at the expense of their own state or district. But no such suggestion ever came from Michigan toward Senator McMillan.

Interested in Many Enterprises.

There are few men in the entire country who have carried the load of responsibility for greater interests than Mr. McMillan, and no one of them has borne that responsibility with greater ease and composure. It is said that he was interested in about forty large enterprises in the conduct of which he advised. These enterprises do not include all of his great business interests. Not only did he look after these large private interests, but he was the complete master of the political situation in Michigan, and had come to be one of the leading senators whose advice was sought on all great questions affecting his party. He was successful in carrying this great load of responsibility largely because of his judgment of men and because of his dependence upon methods of organization. In every enterprise with which he was connected he had in control men in whose judgment and honesty of purpose he had absolute confidence. Yet his hand was constantly seen in all these enterprises.

It is said that when he would occasionally make a trip to Detroit, where he had large interests and where most of the industrial enterprises with which he was connected were centered, there would be meetings of the managers of these concerns, and interviews lasting a very brief time would result in the decision of questions that might be regarded by many men as deserving months of consideration. He was a large owner in the Detroit and Cleveland Steam Navigation Company. Managers of this concern would come to his office and discuss its business. Some one would suggest the necessity of building one, two or three steamships for the line, and give his reasons why this should be done. Others might argue that the business did not warrant such action and that they could get along without them. Mr. McMillan would hear what every one had to say, ask a few questions and then, in a matter-of-fact way, indicate what he thought should be done, and that was the end of it.

Dominated Michigan Politics.

While Senator McMillan was never a prominent figure on the hustings, yet for nearly twenty-five years he has been a dominating factor in Michigan politics. In 1879 he succeeded Zach Chandler as chairman of the state committee. From that time his authority was accepted. He found Governor Pingree in opposition to him and Governor Pingree succeeded in being elected to two terms. Although this was a particularly bitter political fight, the character of Senator McMillan was shown by his actions when the news of Governor Pingree's death was announced. He did everything that could be suggested by a thoughtful man on such an occasion to show his respect for a governor of Michigan. Governor Pingree had made a personal fight against him, but his broadness of mind did not permit this to interfere with his respect for a man who had attained the highest position in his state.

Snap Shot of Senator McMillan.

It was not Senator McMillan's intention to stand for election for the term which he was filling at the time of his death. But the political situation in the state was such that it was feared that were Senator McMillan to withdraw the party might not remain in the hands of his friends. It was well known that no one could defeat him, because of his great strength before both the legislature and the people of the state. While senator he had paid attention to the affairs of every citizen of Michigan who had either written or called upon him, and had applied to the business of senator the same business principles which had built up his large business enterprises. It is said that no one ever wrote Senator McMillan a letter who did not get a prompt and courteous reply.

Mr. McMillan was an active director in many of the largest banks, manufacturing, railroad and other corporations in Michigan, and it is said of him that one-fifth of the entire population of Detroit was either directly or indirectly supported by the earnings of the concerns in which he was a large stockholder. Until a comparatively few years ago he owned the entire street car system of Detroit, and this brought him into violent political conflict with the late Hazen S. Pingree. While Mr. Pingree, both as mayor of Detroit and governor of Michigan, gave Mr. McMillan considerable trouble, the senator was one of the few members of the old regime of republican politicians in Michigan whom Pingree did not drive out of public life. This was due largely to the fact that Mr. McMillan's political methods were as thorough and painstaking as were his business methods. When asked by a friend about the amount of his wealth some time ago Mr. McMillan said he did not know exactly what it was, but he was certain that if he had devoted as much energy to business in the last fifteen years as he had to politics he would be worth at least twice as much. But he liked the game of politics, and cared more for it than that of money making.

Born in Canada.

Senator McMillan, who was serving his third term as a United States senator from Michigan, was a native of Canada, having been born in Hamilton, Ont., on May 12, 1838. His parents had come from Scotland four years previously, intending to settle in Illinois, but friends persuaded them to go to Canada. After young McMillan had received a grammar school education he entered a dry goods store, but, desiring a larger field than Hamilton, removed to Detroit when seventeen years old. After working for a time in a hardware store he became the purchasing agent for the Detroit and Milwaukee Railroad Company, and later with John S. Newbery organized the Michigan Car Company, and became interested in a great number of enterprises which proved profitable. Among them were the Detroit Car Wheel Company, the Baugh Steam Forge Company and the Detroit Iron Furnace Company, of which Mr. McMillan was president, and which employ over three thousand men. Mr. McMillan was active in the construction of the Duluth, South Shore and Atlantic railway, uniting the two Michigan peninsulas, and he was connected with steamboat companies, dry-dock enterprises, elevator companies, telephone companies and banks. His business enterprises made him one of the leading men in Detroit.

His political activity began under the leadership of Zachariah Chandler, and when the latter died in 1879 he succeeded him as chairman of the state central committee, of which he had been treasurer. He served four terms as chairman of that body. For three years he was president of the Detroit board of park commissioners and he served for four years as a member of the Detroit board of estimate.

In 1889 he was elected United States senator to succeed Thomas W. Palmer. He was re-elected in 1895 and again in 1901. This last election was after a controversy with Secretary Alger, each accusing the other of bad faith.

Senator McMillan was a public benefactor to Detroit by the gift to the city of a hospital costing $250,000 and endowed with $300,000, which possesses all the best medical and surgical appliances. He gave to the University of Michigan one of the finest Shakespeare libraries in the country; to the Agricultural College of the state the Tupper collection of insects; a building for a seminary for colored girls at Crockett, Tex.; a building for the Presbyterian Club of Ann Arbor and McMillan Hall for Michigan University.

One of Senator McMillan's hobbies was the career of Napoleon, and he made a large collection of literature, portraits, etc., relating to the great Corsican.

In 1860 he was married to Miss Mary L. Wetmore of Detroit.

Michigan politicians here believe that Gov. Bliss will appoint one of two men to succeed Mr. McMillan in the Senate until the legislature meets in January to elect his successor. These men are ex-Gov. John T. Rich, who is now collector of customs at Detroit, and Benton Hanchett, a well-known lawyer of Saginaw. Two other names are also mentioned as probabilities—Gen. H. M. B. Duffield and Col. F. J. Hecker, both lawyers, of Detroit. Gen. Duffield and Col. Hecker both figured conspicuously in the Spanish-American war, the first as the commander of Michigan volunteers in the Santiago campaign and the second as a quartermaster, with the rank of colonel, in charge of the transport service.

It is thought not improbable that Senator McMillan's son—William C. McMillan—will be appointed to succeed him.

He had four sons and two daughters. Capt. James H. McMillan, after having served in the war in Cuba, died at Colorado Springs, Colo. A daughter, Mrs. Jarvis, died several years ago.

Senator McMillan was a member of the Metropolitan and Chevy Chase clubs.

Next in Line for Chairman.

Senator Gallinger is the ranking member on the District committee, and will have an opportunity to either accept or decline the chairmanship. He was always a warm personal friend of Senator McMillan, thoroughly in accord with his purposes, and with an active interest in the District. If he should accept the chairmanship of the District committee he would give up the chairmanship of the pensions committee, and that he might not care to do. Other republican members of the District committee following Mr. Gallinger in precedence are Senators Hansbrough of North Dakota, Proctor of Vermont, Pritchard of North Carolina, Stewart of Nevada, Wellington of Maryland and Dillingham of Vermont.

COMMISSIONERS' ACTION.

Formal Minute Spread on the Records.

The death of Senator McMillan, so closely following that of the late Commissioner Ross, was felt keenly and seriously at the District building today. Mr. McMillan was the champion of the District in all the conflicts at the Capitol which might have threatened its interests. He was so conversant with District affairs that he understood thoroughly the necessities of all the situations. Mr. McMillan had studied carefully and knew the details of the present financial condition of the District. His loss to the District, coming at this time when so much important legislation is pending and desired, seems in many ways practically irreparable. It has very appropriately been suggested that a statue of the senator be erected here in Washington, in the development of which he was so important a factor.

The Commissioners met in board session this morning and took formal action upon the death of Senator McMillan, adopting a memorial minute and ordering the District office to be closed on the day of the funeral. The flags on all District buildings will be continued at half-mast for thirty days following the period of mourning for Commissioner Ross.

To the Commissioners the death of Senator McMillan means very much. Mr. Macfarland, as president of the District board, was intimately related to Senator McMillan officially and socially. Col. John Biddle, the Engineer Commissioner, suffers a severe personal loss. He is a native of Detroit, and was a great favorite with Senator McMillan. It was said that Mr. McMillan was deeply interested in Col. Biddle's assignment to his present post on the District board. Having known Col. Biddle practically all of his life, the relationship between the senator and the Commissioner was very close. It was another bond between Mr. McMillan and the District government, and the District interests were expected to gain a great deal in consequence.

The Minute Adopted.

The minute adopted by the Commissioners is as follows:

"August 11, 1902.

"It is the sorrowful duty of the Commissioners of the District of Columbia to record the sudden death of James McMillan, senator from Michigan, and chairman of the Senate committee on the District of Columbia, at his summer residence, Manchester-by-the-Sea, Massachusetts, on Sunday morning, August 10, 1902.

"A leader in the Senate, as in his state and the country at large, he devoted his great ability and his unusual influence largely to the interests of the District of Columbia. He took a great pride in the national capital. For years he has been pre-eminent among the friends of the District of Columbia in Congress, and every proposition for its upbuilding has had his attention. All the varied District legislation of a decade passed through his hands and received the impress of his purpose.

"The Commissioners of the District of Columbia in their formal and informal conferences over District legislation found Senator McMillan always considerate of District needs and sympathetic with their recommendations for its welfare. In their recent efforts to secure a satisfactory settlement of the District's financial affairs they had the especial co-operation of Senator McMillan.

"The Senate park commission was created by Senator McMillan's efforts, following the suggestion of the centennial celebration of the District of Columbia in December, 1900, and that commission's plan for the embellishment of the District of Columbia received his unqualified approval. Whatever is done in execution of it will be his principal monument.

"For all his services to the District of Columbia it owes a deep debt of gratitude. The executive government of the District of Columbia gladly acknowledges that debt.

"It is acknowledged also in the universal mourning of the people of the District, who, with the Commissioners, feel that they have lost their best friend in Congress.

"In token of respect, regard and sympathy, the Commissioners direct that the offices of the District of Columbia be closed on the day of Senator McMillan's funeral, and that the flags on all the buildings of the District government be displayed at half-mast for thirty days after the period of official mourning for the late Commissioner Ross.

"The secretary will transmit to the family of the deceased, the President of the United States Senate and the members of the Senate committee on the District of Columbia copies of this minute."

Mr. Macfarland's Tribute.

In speaking today of Senator McMillan's death, Commissioner Macfarland makes the very pertinent suggestion that a memorial in the form of a statue should be erected to him in connection with the park commission plans for beautifying the capital. Mr. Macfarland said:

"The universal sorrow in the District this morning is a striking tribute to Senator McMillan. It shows how general was the recognition of his services to the District of Columbia. No other man in Congress, where we have so many good friends who unselfishly labor for our interest, stood out as conspicuously as the chairman of the Senate District committee in the grateful regard of the people of the District.

"But the Commissioners have an appreciation of what Senator McMillan did for the District, and of what he desired to do for it, which only those who came into frequent and close contact with him in regard to District matters could have. We had opportunity in informal conversation as well as at formal conference with the District committee and the appropriations committee to see the wisdom and the zeal of the man, and his high disinterestedness and sympathetic feeling. He shared every aspiration for the development and embellishment of the District of Columbia. He typified the new interest and pride in it of the intelligent citizens of this country outside of the national capital. He led the movement in Congress for its upbuilding following the District centennial celebration of December, 1900, when the District received its new recognition from the country and Congress for larger and better things. The Senate park commission was his instrument to provide a comprehensive plan, using all the suitable ideas which had been advanced, for the improvement and embellishment not simply of the city of Washington, but of the entire District. It is to be hoped that Congress will adopt and observe this plan, and whatever is done under it will be Senator McMillan's monument. Still, I think he ought to have a personal memorial, in the form of a statue, at some prominent point, in recognition of his great work for the District. It seems most unfortunate that Senator McMillan's death comes before such recognition of the Senate park commission plan has been given by Congress as would insure its complete execution. He was looking forward to securing such favorable action at the next session of Congress. But I trust that his very death may inure to the benefit of this purpose. Certainly his colleagues in Congress, where he was so much beloved, must want to honor his memory in this way.

"In like manner, I hope that the adjustment of the financial affairs of the District, which is of such vital practical importance to us, left 'in the air' at the adjournment of the last session, may be effected as he, with the Commissioners, desired and hoped, at the next session. The tentative legislation to tide over our heavy deficit of the 1st of July and provide temporarily means for our needs at this crisis in our affairs must be followed by a permanent and satisfactory settlement. Senator McMillan heartily approved the recommendation of the Commissioners for a settlement on business principles which would provide extraordinary means for extraordinary expenditures for improvement, and set right the departure from the half-and-half principle which resulted in our present deficiency. We shall miss him greatly when we come to deal with this matter, as with all other District legislation, next winter. But being dead, he yet speaketh, and his wise and patriotic counsels will still, I trust, have weight with his colleagues and work to the lasting advantage of the District of Columbia."

Col. Biddle's Remarks.

Col. John Biddle said:

"The loss of Senator McMillan seems to me almost irreparable. His long residence in the District, his constant thought and attention to its interests, made him thoroughly familiar with its daily needs, and his broad views, his knowledge and culture made him foresee how Washington might become the most beautiful city in the world.

"His kindly disposition and genial manners made him ever accessible, made him listen to all plans, and his ability and good common sense led him always to take the best. He sought ideas from all sources and gave credit to each for what was due him, so that it was a pleasure to work with him, to discuss with him, to receive his advice and criticism. He was known to be thoroughly in earnest, to have the best interests at heart of all he undertook, and confidence in him was unbounded.

"My own relations with Senator McMillan were particularly pleasant. Coming from the same city of Detroit, I had always known and admired him, and when ordered here as Commissioner looked forward to the intimate relations into which our common interests would throw me. My feeling of personal loss is, therefore, great. The passing away of one who would and could do so much for the District would at any time be a great loss, but now, when the grand plans originated by Senator McMillan for the improvement and beautifying of our capital are scarcely begun, and when his help was so much counted on to carry them out, we must feel that we have lost a good friend and a powerful champion."

Secretary Tindall.

Dr. William Tindall, secretary to the Board of Commissioners, said:

"Nothing is too good to say of Senator James McMillan. As a man and public official he was as nearly ideal as a human being can become. He was one of the very best friends the District has had in Congress or out of it, and had the wise tact to further the legislation the District ought to have, rather than the extravagant measures of the ultra-enthusiastic and self-seeking.

"The senator who shall succeed him as chairman of the committee on the District of Columbia will have high standards for his guidance, but be under the necessity of vast exertion to keep the pace the deceased senator has set."

BUSINESS MEN SHOCKED.

Statements by President Smith of the Board of Trade and Others.

The announcement of Senator McMillan's death came as a shock and surprise to business men throughout the city. His long interest in the improvement of the District of Columbia and the national capital had brought him in touch with nearly every one. It is known that Senator McMillan would have retired from the Senate of his own volition some years ago but for his interest in making Washington the most beautiful city in the world. The park commission scheme was paramount in his mind. He hoped to live to see the plans evolved under his direction to a considerable extent assume a phase of tangibility. Many kindly expressions were heard today on every hand.

Mr. Thomas W. Smith, president of the board of trade, said:

"The District of Columbia has lost one of its best friends. Senator McMillan was always looking to the future needs of the District. He was ever shaping legislation in the present that should benefit the coming generations. His death, coming so suddenly, makes it hard for us to feel the loss; but every one who has the best interests of the national capital at heart will feel it strongly later on. Some comfort may be drawn, however, from the fact that the next man on the list of the committee having in charge the affairs of the District is one who has always been broad in his dealings with District affairs. Senator Gallinger of New Hampshire will, I believe, make a worthy successor to Senator McMillan."

Mr. Henry F. Blount, vice president of the American Security and Trust Company, said:

"I was well acquainted with Senator McMillan. I always regarded him as one of the wisest and best members of the United States Senate. He did much for furthering the work of the parking commission. As chairman of the committee on parks and reservations of the board of trade I was thrown with him often. It was a pleasure to notice the effort he always made to keep in touch with the board of trade in bringing about legislation that should benefit the people of the District as a whole. He often used to say that the work of the park commission was nearer to his heart than any other thing that he had ever undertaken. He was broad-minded and a man in every sense of the word."

The death of Senator McMillan is a great loss to the nation, but the loss to the District of Columbia cannot be overestimated and is greatly to be deplored.

No living legislator, and I doubt if any legislator, took so great an interest and was so thoroughly acquainted with the needs and what he considered the proper improvements of the nation's capital. It had become a genuine pleasure to him.

At dinner a few years ago he told me that some time before his last election he had fully made up his mind not to return to the Senate, but, said he, "I became chairman of the District committee, and after that I found that I had become so much interested in the national capital, and it was so much pleasure, and thinking I might be useful, I changed my mind and came back to the Senate that I might pursue this work."

Senator McMillan was a very able man, practical and just. Always approachable and considerate of others, it was a pleasure to meet him.

Personally and as a citizen I deeply grieve at learning of his death.

Business Men's Association Acts.

The board of directors of the Business Men's Association, at a meeting held this morning, passed resolutions of sympathy upon the death of Senator McMillan. The members of this body were brought into almost daily contact with Senator McMillan, have received many courtesies and kindly attentions at his hands, and many and sincere regrets were expressed at his death. The text of the resolutions stated that the board of directors of the Business Men's Association of Washington, D. C., has learned with the deepest regret of the death of Mr. James McMillan, United States senator from Michigan and chairman of the Senate committee on the District of Columbia; and that the members of the association have ever received at the hands of the deceased the most courteous and patient attention and the presentation of their views has ever been accorded the most careful consideration.

It was accordingly resolved that the Business Men's Association, through its directors, does most deeply deplore the untimely death of a public servant of high character, unquestioned ability and unimpeachible integrity and the District of Columbia a liberal, experienced, watchful and faithful friend.

A copy of these resolutions will be transmitted through the secretary of the association to the sorrowing family of the deceased.

SEVERE BLOW TO STATE.

Senator Burrows Shocked at Death of His Colleague.

OYSTER BAY, N. Y., August 11.—Senator Burrows of Michigan arrived here today and took lunch with the President. He was greatly shocked and deeply grieved by the announcement of the death of his colleague, Mr. McMillan.

"Senator McMillan was one of the strongest and best men of Michigan," said he, "and his death will be a severe blow to the state as well as to the nation. He was a wise counsellor and a distinguished statesman, and one of the most potent influences in the Senate. His political and business vision was keen and his advice always was sought upon any great question affecting his party or his country. In Michigan he was loved and honored above almost any other man, and his place will be difficult to fill. The national capital loses in him one of its ablest and most influential friends, for, as chairman of the Senate committee on the District of Columbia, he was in a position to promote, if not absolutely to carry out, his comprehensive ideas as to the development of Washington. His death will be mourned universally."

The news of Senator McMillan's death came to President Roosevelt in a telegram from Representative Corliss of Michigan, who had received the tidings at Detroit. President Roosevelt was deeply shocked by the information, as his personal relations with Senator McMillan were very close.

Senator Burrows' visit to the President was largely of a personal character, although they talked about Mr. Roosevelt's trip to Michigan, to be made while he is on his northwestern tour.

Shortly after noon the Sylph arrived from New York bearing Prince Chen and his party and Third Assistant Secretary of State Peirce, the special representative of the government. With the prince were Minister Wu Ting Fang, Sir Liang Chen Tung, Mr. Won Kai Tai and Secretary Wong.

The party will return to New York on the Sylph this afternoon.

President Roosevelt passed a quiet and uneventful day at Sagamore Hill yesterday. He did not attend church in the morning, as is his custom, but Mrs. Roosevelt and the children were in their pew at Christ Church. No visitors of an official character were received during the day.

McMILLAN OBSEQUIES.

No Definite Arrangements Made for the Funeral.

DETROIT, Mich., August 11.—No definite arrangements have yet been made for the funeral of Senator McMillan. They will probably be decided upon soon after the arrival of his sons at Manchester-by-the-Sea today. The private car of President H. B. Ledyard of the Michigan Central railroad has already been sent east to be used in bringing Senator McMillan's remains home.

President Wm. E. Livingston of the Lake Carriers' Association has requested that all vessels in the association carry their flags at half-mast out of respect to the memory of Senator McMillan.

The Wayne circuit courts adjourned after the announcement of the senator's death this morning; a special meeting of the common council was held before noon to take suitable action on the death, and the Merchants' and Manufacturers' Exchange and a number of corporations in which the senator was a stockholder will hold meetings this afternoon to take suitable action.

Representative John B. Corliss today received from Oyster Bay, L. I., the following telegram in answer to one sent to President Roosevelt yesterday announcing the death of Senator McMillan:

"The President learns with deep regret of the death of Senator McMillan, and wishes you would extend to the members of the family his deep sympathy in their bereavement.

(Signed) "WILLIAM LOEB,
"Acting Secretary."

Chairman Babcock's Feeling Tribute.

Special Dispatch to The Evening Star.

NEW YORK, August 11.—Chairman Babcock of the House committee on the District of Columbia was deeply shocked at the death of Senator McMillan, his coworker in District work in the Senate. These two friends of the District of Columbia had together framed many important measures of legislation. In conversation with The Star's correspondent today Chairman Babcock paid feeling tribute to the deceased senator. "He was the ideal senator," said Mr. Babcock, "and was the soul of courtesy and consideration in dealing with members of the House in conference committees. His death will be a severe blow to Washington, for he was bound up in the improvement and beautification of the national capital."

Chairman Babcock said that Senator McMillan's death would probably have important bearing on the legislation for a union depot next winter. He called attention to the fact that Senator McMillan was the chief advocate of the Massachusetts avenue site, and said that much of the strength of that bill in the Senate was due to Senator McMillan's personal influence.

No Arrangements for Funeral.

MANCHESTER, Mass., August 11.—Arrangements for the funeral of Senator James McMillan of Michigan, who died at his summer home, Eagle's Head, Sunday morning, will not be made until the senator's sons reach here from Detroit. They started as soon as news of the father's death reached them yesterday, and are expected to reach Manchester during the afternoon.

Jim Dumps had always felt quite blue
When rent and other bills fell due.
Collectors seemed to fill the air,
And landlords sprang from ev'rywhere.
'Tis different now; no blues for him,
Since "Force" has made him "Sunny Jim!"

"Force"

The Ready-to-Serve Cereal.

adds daily deposits to health's bank account.

Sweet, crisp flakes of wheat and malt—eaten cold.

Must Have It.

"I am arranging to spend a few weeks at Cape Cod, and want to know if I can buy 'Force' there. I must have it, as it has been of great benefit not only to myself, but also to my daughter-in-law and her little ones. _____."
(Name furnished on application.)

HAY SCALE PRIVILEGE.

District Makes Answer to Patrick Dannaher's Contention.

In connection with the proceedings for injunction recently instituted by Patrick Dannaher to restrain the District Commissioners from reoffering or reselling the privilege of using hay scale No. 3, at 11th and B streets, the defendants today filed answer.

According to Mr. Dannaher he was present when the hay scale privilege was offered for sale, and made the only offer for the same in the sum of $300, which offer was declined upon the ground that the Commissioners had fixed an upset price for the scales of $1,500. It is contended that the Commissioners were without authority to fix any price for the scales, that Mr. Dannaher is entitled to have his bid of $300 accepted and to have granted him the exclusive right and privilege of using the scales for one year from the 10th of last month.

The Commissioners deny that Mr. Dannaher is entitled to the exclusive right and privilege of using hay scale No. 3. They say that there was no sale of the scale made July 10, and that they lawfully and properly re-advertised the same for sale at public auction, July 31. It is explained that the upset price of $1,500 was fixed because the Commissioners were informed that a combination existed among proposed bidders for the privilege, whereby the price for the scale was to be kept down and the usual and expected bidding therefore was to be prevented.

The Commissioners further aver that Mr. Dannaher made his bid of $300 in behalf of Edward B. Lafferty, and that the presence of Dannaher at the sale, and his bid, was part of a scheme of Lafferty to obtain the scale by the pretence of the appearance of competitive bidding, "his purpose being to make a slight advance on the bid to be made by Dannaher, which bid was in point of fact made for and in behalf of Lafferty."

It is added that after the scale was withdrawn from sale, Lafferty, who had purchased it at the last annual sale, offered the auctioneer $750 for the privilege for the current year.

Hearing in connection with the case, which was set for today, was postponed indefinitely.

Protest Against Arrest.

The Commissioners have received a letter from A. Studer of Anacostia, protesting against the arrest of his driver for driving a short distance on the wrong side of 11th street southeast. The matter was investigated by the police department and it is stated the driver, Patterson by name, had driven for about two squares on the wrong side of the street, which led to his arrest. Lieutenant McCathran of the fifth precinct said that according to the ruling of the court this was in open violation of the regulations, and the arrest followed. No further action will be taken.

Promotion Ordered.

The District Commissioners have promoted Charles H. Mackall from laborer in the executive office at $360 per annum to laborer in the street cleaning department at $1.50 a day. Robert H. Martin, jr., has been appointed laborer in the executive office, vice Mackall.

Schedule of Bids.

The computing engineer has forwarded to the Commissioners a schedule of the bids received for constructing cement sidewalks during the present fiscal year, and has recommended that the contract be awarded to the Brennan Construction Company, 40,000 square yards at $1.04 a yard, and 20,000 square yards at $1.11 a yard.

Cavalry Will Go to Gettysburg.

Under authority of the Secretary of War, the commanding officer, Fort Myer, Virginia, will send one troop of cavalry by marching to Gettysburg, Pa., in time to participate in the ceremonies on the battlefield there on September 19 and 20, 1902, incident to the dedication of a monument in honor of the late Maj. Gen. Henry W. Slocum, and to perform escort duty on the occasion. Upon completion of this duty the troop will return by marching to Fort Myer.